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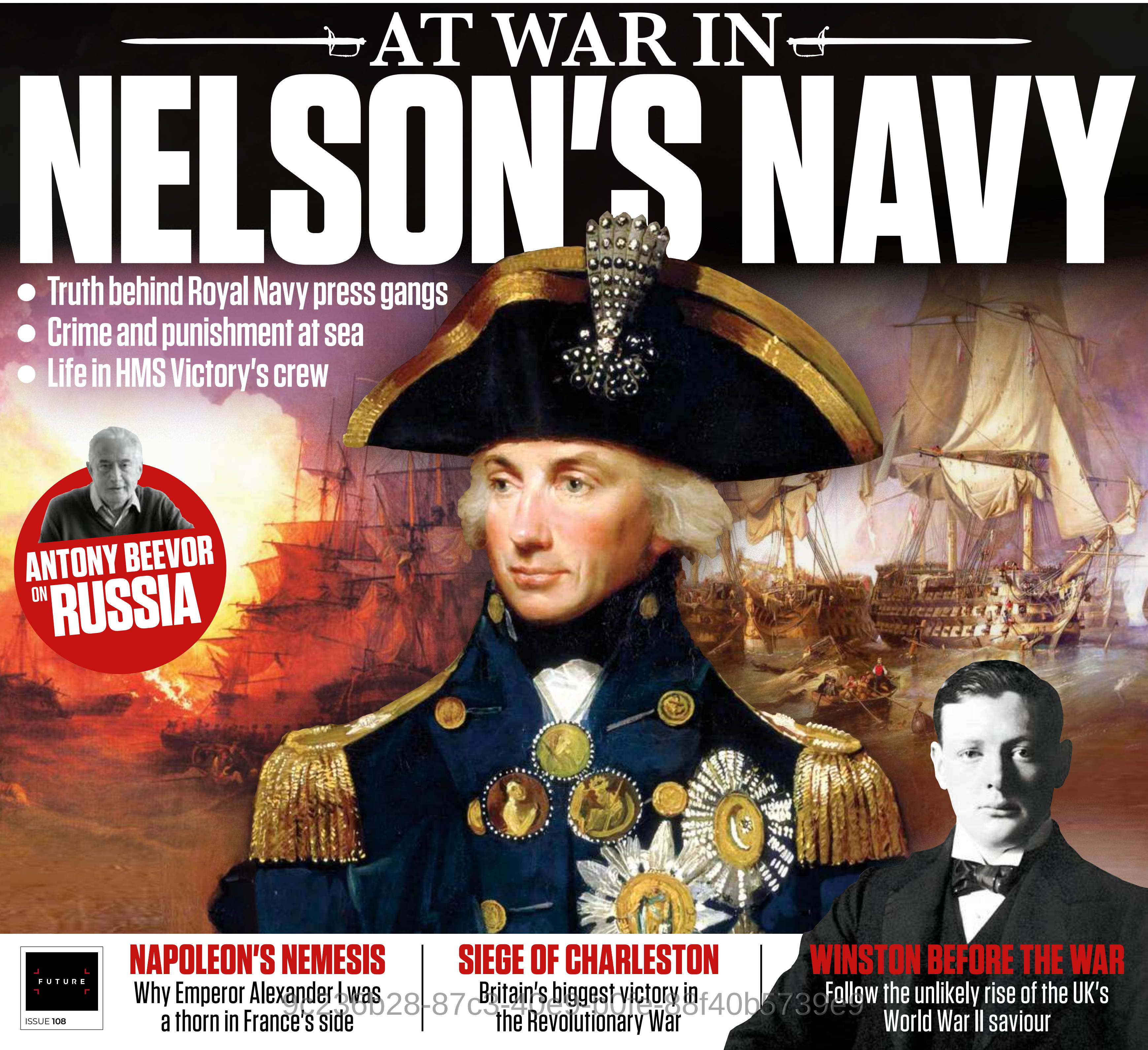
HISTORY of WAR™

DRONE WARFARE

From recon to precision strike



AT WAR IN

NELSON'S NAVY

- Truth behind Royal Navy press gangs
- Crime and punishment at sea
- Life in HMS Victory's crew

ANTONY BEEVOR ON RUSSIA

NAPOLEON'S NEMESIS

Why Emperor Alexander I was a thorn in France's side

SIEGE OF CHARLESTON

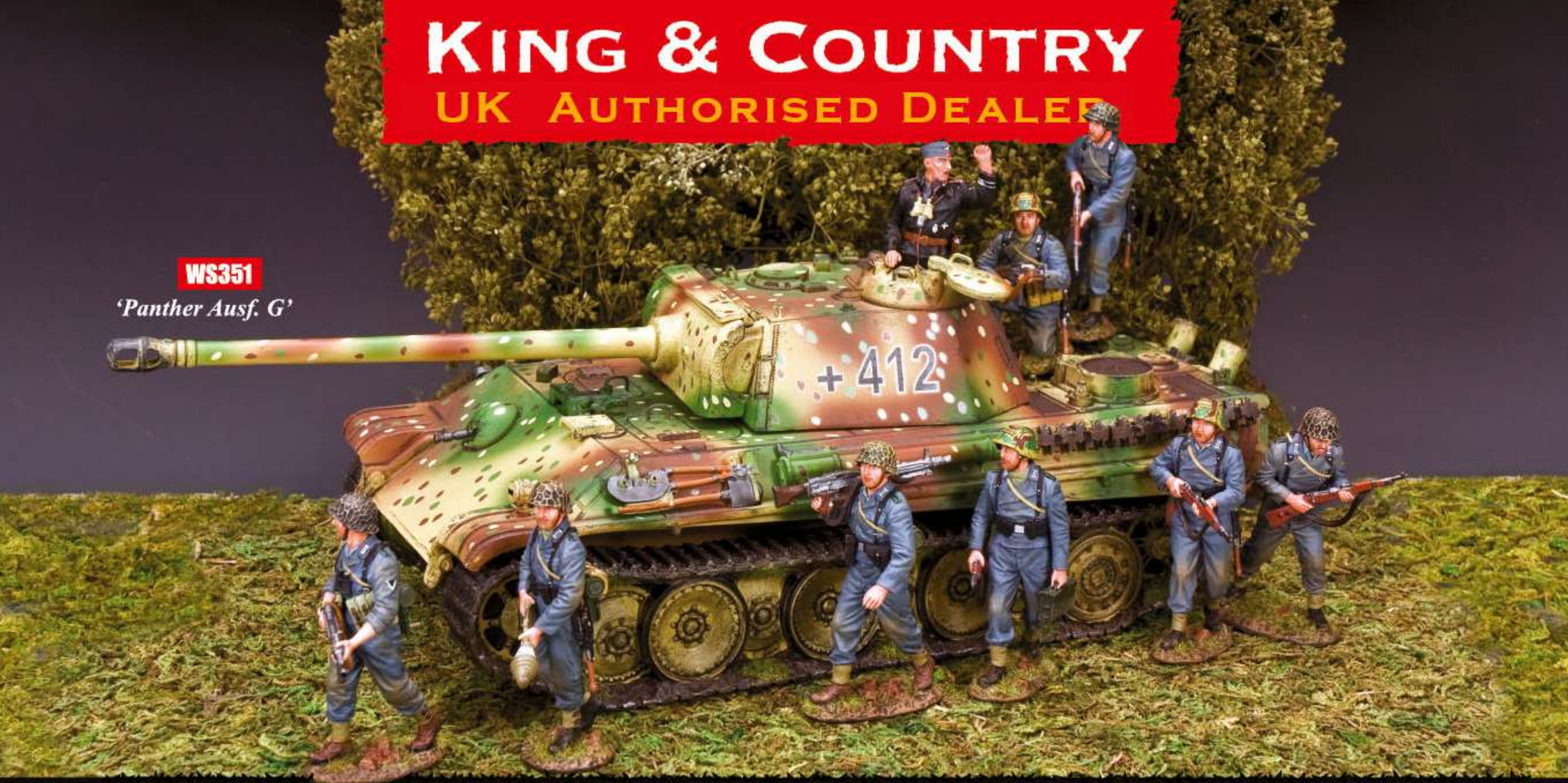
Britain's biggest victory in the Revolutionary War

WINSTON BEFORE THE WAR

Follow the unlikely rise of the UK's World War II saviour

FUTURE
ISSUE 108

KING & COUNTRY
UK AUTHORISED DEALER



Panzer Grenadiers

By 1944 the appearance of most German soldiers had dramatically changed since the victorious *'Blitzkrieg'* years of 1939-1941.

Battlefield experience as well as late war economics heralded the introduction of the ***'M44 Uniform'***, an all-new, non-traditional design closely modeled on the British Army's own *'battledress'*.

At the same time other changes included ***short canvas gaiters*** together with ***M44 lace-up ankle boots*** and modified field equipment.

German infantry weapons however remained much the same but with the more recent additions of the superb ***'MG42' machine gun***... the anti tank ***'Panzerfaust'*** and the ***MP44 assault rifle.***

INFANTRY SUPPORT

K&C's latest addition of four, 2-man sets of ***'Panzer Grenadiers'*** is shown here providing backup infantry support for a pair of very popular German armoured vehicles... the mighty ***'Panther Ausf. G'*** (*WS351*) and the captured Soviet T34/76 ***'Beutepanzer' T34*** (*WS332*) put back into action with a new paint scheme, protective sideskirts and much larger hull numbers.

All of these 1:30 scale, all-metal, hand-painted figures and mixed media fighting vehicles combine to tell a small, exciting part of a very big war story.

FOR MORE DETAILS...

And information about **KING & COUNTRY'S** figures and fighting vehicles or any of K&C's many other historical series of ***1:30 scale, all-metal, hand-painted miniatures*** simply contact:

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Beutepanzer *is the German designation for a captured armoured fighting vehicle.*

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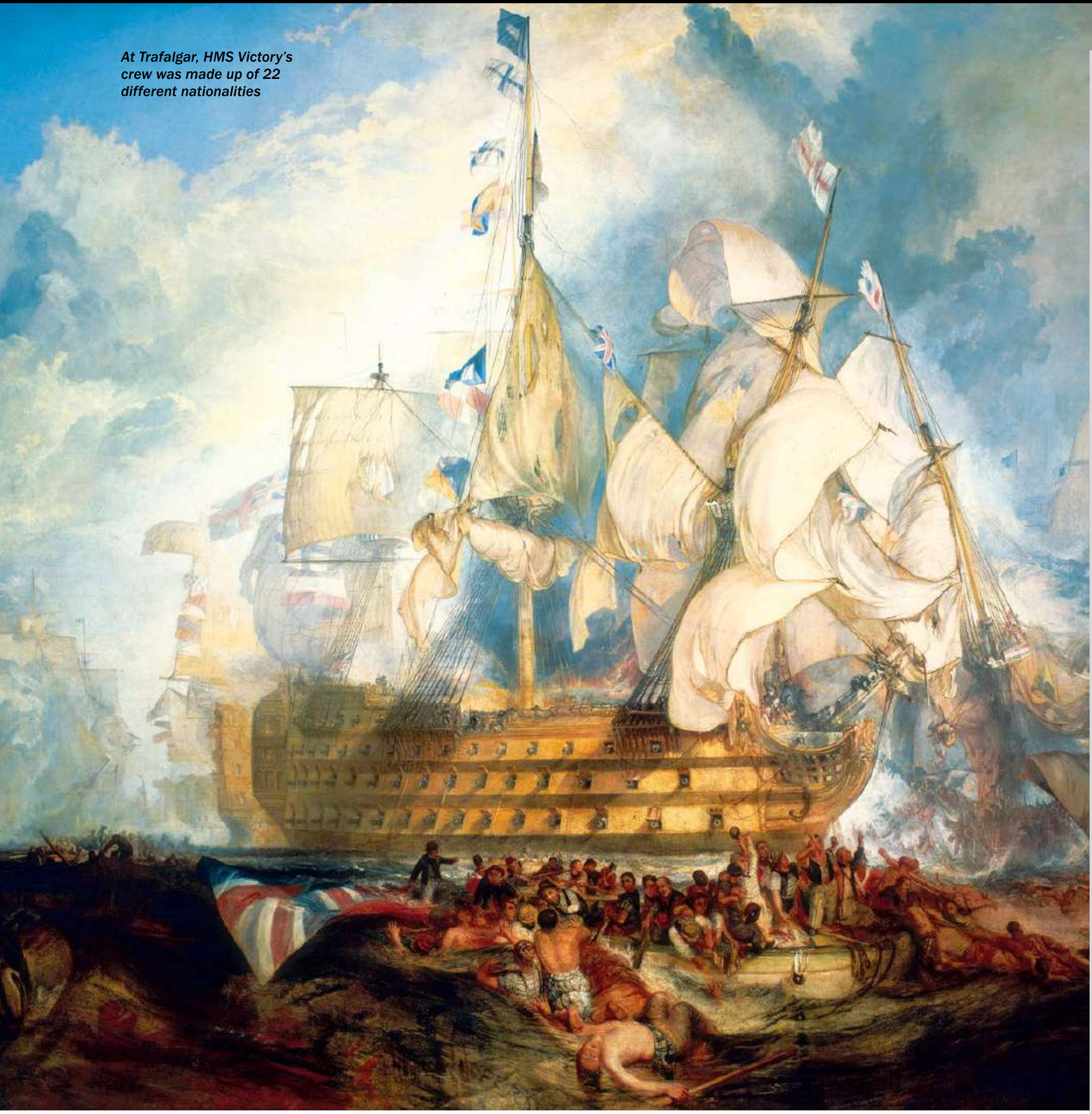


At Trafalgar, HMS Victory's crew was made up of 22 different nationalities

Image: Wiki / PD / Art

CONTRIBUTORS

SIR ANTONY BEEVOR

Anthony met Sir Antony this month, as Anthony Tucker-Jones spoke with the leading historian about his new book, *Russia: Revolution and Civil War 1917-1921*. He discusses British support for the Whites, and what ultimately caused the Bolsheviks' final victory (p.32).

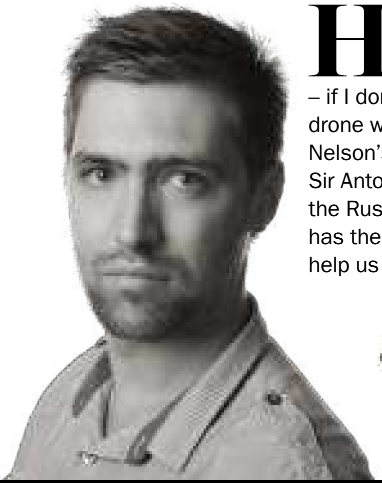
MIGUEL MIRANDA

Miguel is a expert in modern munitions and is regularly updating the world on the latest weapons systems gracing the parade grounds and frontline. This issue he gazed a little further back into the surprisingly long history of drone warfare (p.12).

NICK SOLDINGER

This issue Nick spoke with curator at The Historic Dockyard Chatham, Nick Ball, about the reality of serving in Nelson's navy. He discusses the navy's notorious press gangs and the multi-national crew aboard HMS Victory at Trafalgar (p.24).

Welcome



History of War is nothing if not rich in variety – each issue we try to bring you an eclectic mix of military history from across the centuries. This issue, however, we have surpassed ourselves – if I don't say so myself. You can find everything from the history of drone warfare (which actually goes back further than you think!) to life in Nelson's navy. We're proud to also bring you an exclusive interview with Sir Antony Beevor, who discusses the roots and long-reaching impact of the Russian Revolution – undoubtedly a pertinent topic for today. History has the boundless potential to not just connect us with our past, but also help us understand who we are today… and with that, enjoy the issue!

Tim

Tim Williamson
Editor-in-Chief

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AT WAR IN NELSON'S NAVY

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The British attack on the Patriot stronghold in the south resulted in one of their largest and last victories in the Revolutionary War

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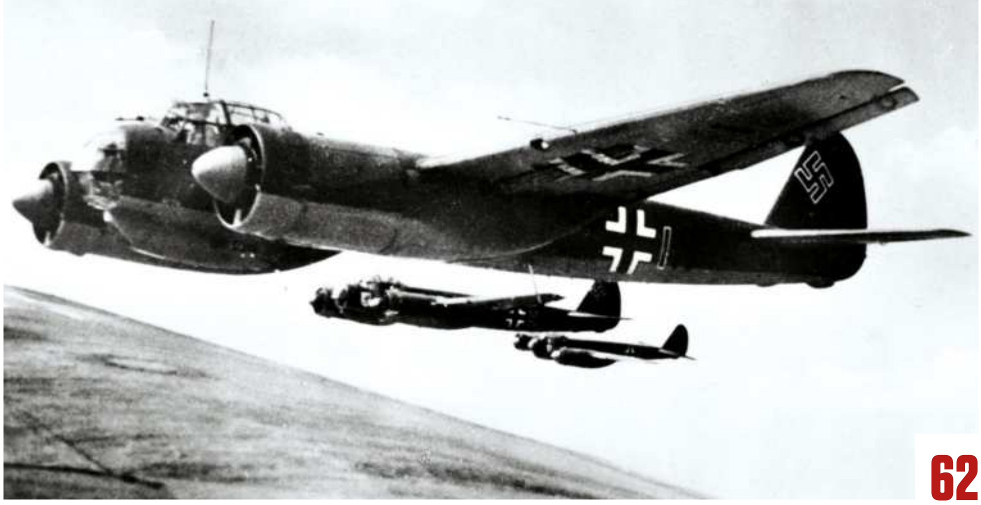

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The *Solebay Tapestry* depicts the climax of the first battle of the Third Anglo-Dutch War

FIRST IN, LAST OUT – THE LAST MEN OF THE 6TH AIRBORNE DIVISION

6th Airborne Division Veterans of the Second World War are to be celebrated in a new exhibition produced by Airborne Assault – The Museum of the Parachute Regiment and Airborne Forces, at IWM Duxford. The exhibition is a collaboration between the museum and London-based photographer Robin Savage, presenting the portraits of 17 veterans, in their homes, as they reflect on their wartime service but also their post-war lives and how the experiences shaped them.

FIRST IN,
LAST OUT
THE LAST MEN OF THE
6th AIRBORNE DIVISION

WAR in FOCUS

BOB SULLIVAN

3rd Parachute Squadron RE

Bob (MBE), 99, served with the 6th Airborne Division's 3rd Parachute Squadron RE during the Second World War, and now lives at Royal Hospital Chelsea. Jumping into Normandy on D-Day and helping blow the bridge across the River Dives at Robehomme, Bob saw action the whole way through the Normandy Campaign, in the Ardennes and in Holland, before being wounded in the left leg by mortar fire near his RV on Drop Zone A during the Operation Varsity drop over the Rhine in March 1945.

© Robin Savage

WAR in FOCUS

BILL GLADDEN

6th Airborne Armoured Reconnaissance Regiment

Bill, 98, from Suffolk, served with the 6th Airborne Armoured Reconnaissance Regiment in Normandy. Following a hair-raising flight gripping onto the top of a Tetrarch tank inside a Hamilcar glider, Bill landed on LZ N near Ranville on the evening of 6 June 1944. He served on one of the six 350cc Matchless motorcycles within the unit, carrying out reconnaissance work during those first couple of weeks in Normandy, before being badly wounded in the ankle and evacuated.

FIRST IN, LAST OUT
THE LAST MEN OF THE 6th AIRBORNE DIVISION

© Robin Savage

WAR in FOCUS

DANNY MASON

8th Parachute Battalion

Danny Mason, 94, from Shropshire, volunteered to become a paratrooper as soon as he was able, going through all the rigorous training that this entailed to wear the famous maroon beret. He was posted to the 8th Parachute Battalion of the 6th Airborne Division, which had already cut its teeth in Normandy and in the Ardennes. Danny was keen not to let the war pass him by due to his age, so when the opportunity came to fill the boots of a comrade who could no longer jump because of medical grounds, he volunteered for his first overseas operation and first combat jump. This was to be the largest Allied airborne drop of the war to date – Operation Varsity – with the Rhine crossing in March 1945. Once on the ground, Danny and his comrades battled through Germany, helping spearhead the thrust towards the River Elbe. Only a few days before the war officially ended, Danny was wounded by a German aircraft attack on his position. He was evacuated out of the line to Belgium and was in hospital on 8 May 1945 for VE Day. In typical Airborne style, his injuries did not stop him breaking out of hospital to join in the celebrations and have a few drinks.

FIRST IN, LAST OUT
THE LAST MEN OF THE 6th AIRBORNE DIVISION

First in, Last Out – The last men of the 6th Airborne Division will run from 20 May to November 2022 and is included in general admission to IWM Duxford

IWM IMPERIAL WAR MUSEUMS
DUXFORD

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PARACHUTE REGIMENT

© Robin Savage

TIMELINE OF...

DRONE WARFARE

In the span of just 100 years, military drones have evolved from crude remote-controlled recon aircraft to sophisticated and deadly aerial threats

DE HAVILLAND 82 QUEEN BEE 02

By combining two successful biplanes, the DH60 Moth and the DH82 Tiger Moth, aircraft manufacturer de Havilland introduces a radio-controlled flying target called Queen Bee. Anecdotal evidence suggests the term ‘drone’ is first applied to this remotely piloted model that can take off from ship-based catapults.

October 1917

1935

1937

11 June 1944

Ahead of its time, the ‘bug’ is a predecessor to today’s cruise missiles and loitering munitions

KETTERING BUG 01

The inventor Charles F Kettering assembles an “aerial torpedo” that is supposed to have a range beyond 100km and carry an internal warhead that weighs 82kg. The US Army embraces the prototype but the slow pace of development and further testing dooms the effort, which is eventually cancelled.

DAWN OF THE RADIOPLANE 03

Advances in anti-aircraft artillery create strong demand for realistic practice targets. In the USA the fledgling Radioplane Company, owned by the inventor Reginald Denny, reaps huge profits off its OQ-2A Radioplane that is mass-produced in thousands until 1945.

The OQ-2A is recognised as the very first drone operated by the US military

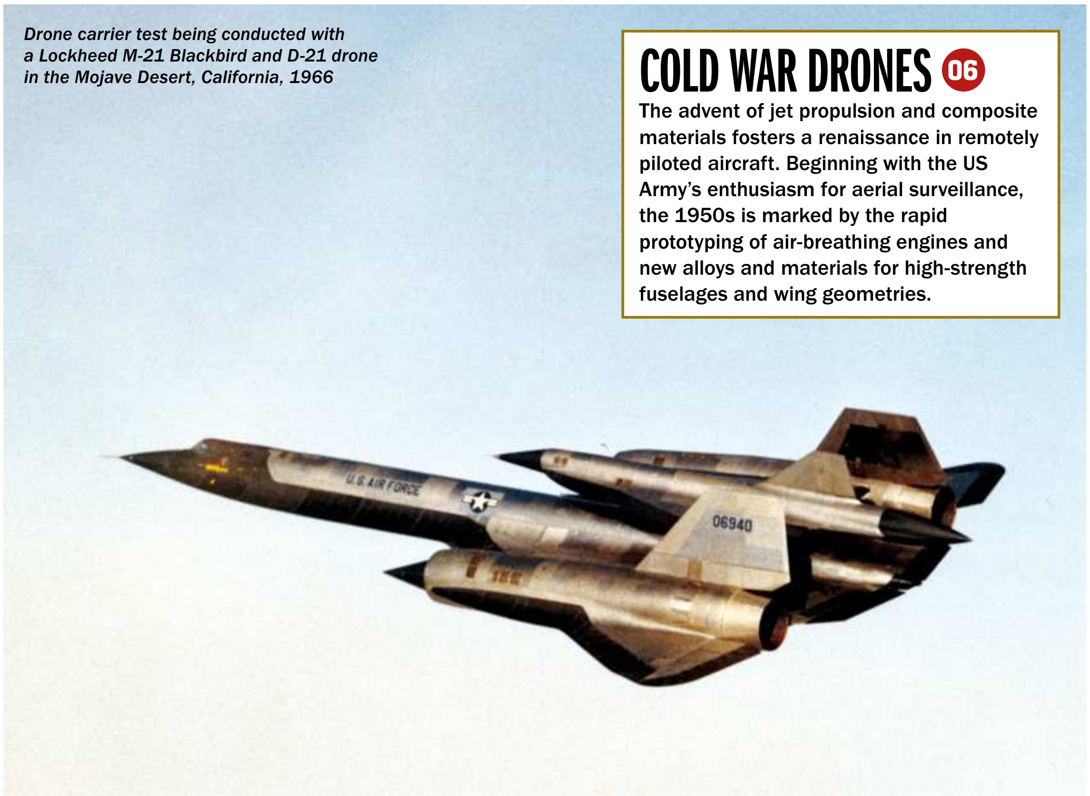
TERROR OF THE ‘DOODLEBUG’ 04

A week after the Allied Normandy landings, waves of missiles rain down on London and other cities in the UK. The V-1 in particular is feared for its accuracy and range as one of the first true cruise missiles. Many of its features, from a small pulsejet engine to a built-in navigation device, influence later drone technology.

The US Army reverse-engineered the V-1 for what became the JB-2 missile

> “THE TERM ‘DRONE’ IS FIRST APPLIED TO THIS REMOTELY PILOTED MODEL THAT CAN TAKE OFF FROM SHIP-BASED CATAPULTS”

Historical records indicate 380 Queen Bees were manufactured before production ceased



Drone carrier test being conducted with a Lockheed M-21 Blackbird and D-21 drone in the Mojave Desert, California, 1966

COLD WAR DRONES 06

The advent of jet propulsion and composite materials fosters a renaissance in remotely piloted aircraft. Beginning with the US Army’s enthusiasm for aerial surveillance, the 1950s is marked by the rapid prototyping of air-breathing engines and new alloys and materials for high-strength fuselages and wing geometries.

The CL-89/289 becomes the unofficial reconnaissance drone for NATO forces in West Germany by the 1980s

CANADIAN SENSATION 08

Not to be outpaced by the US, plans are drawn up by the UK’s Ministry of Defence for a portable low-altitude drone that can be transported anywhere. A key partner in this endeavour is the aerospace manufacturer Canadair, whose persistent R&D leads to the jet-powered CL-89 that sees extensive use in NATO exercises.

August 1944 – January 1945

1950s

1962

1964

OPERATION APHRODITE & OPERATION ANVIL 05

To thwart the relentless V-1 and V-2 missile salvos by Nazi Germany, the US Army and Navy begin upgrading B-17 and B-24 bombers as remotely piloted aircraft loaded with Torpex high explosives. Their purpose is to find and destroy the Nazis’ missile factories and launch sites, but the effort is frustrated by technical limitations and serious design flaws.

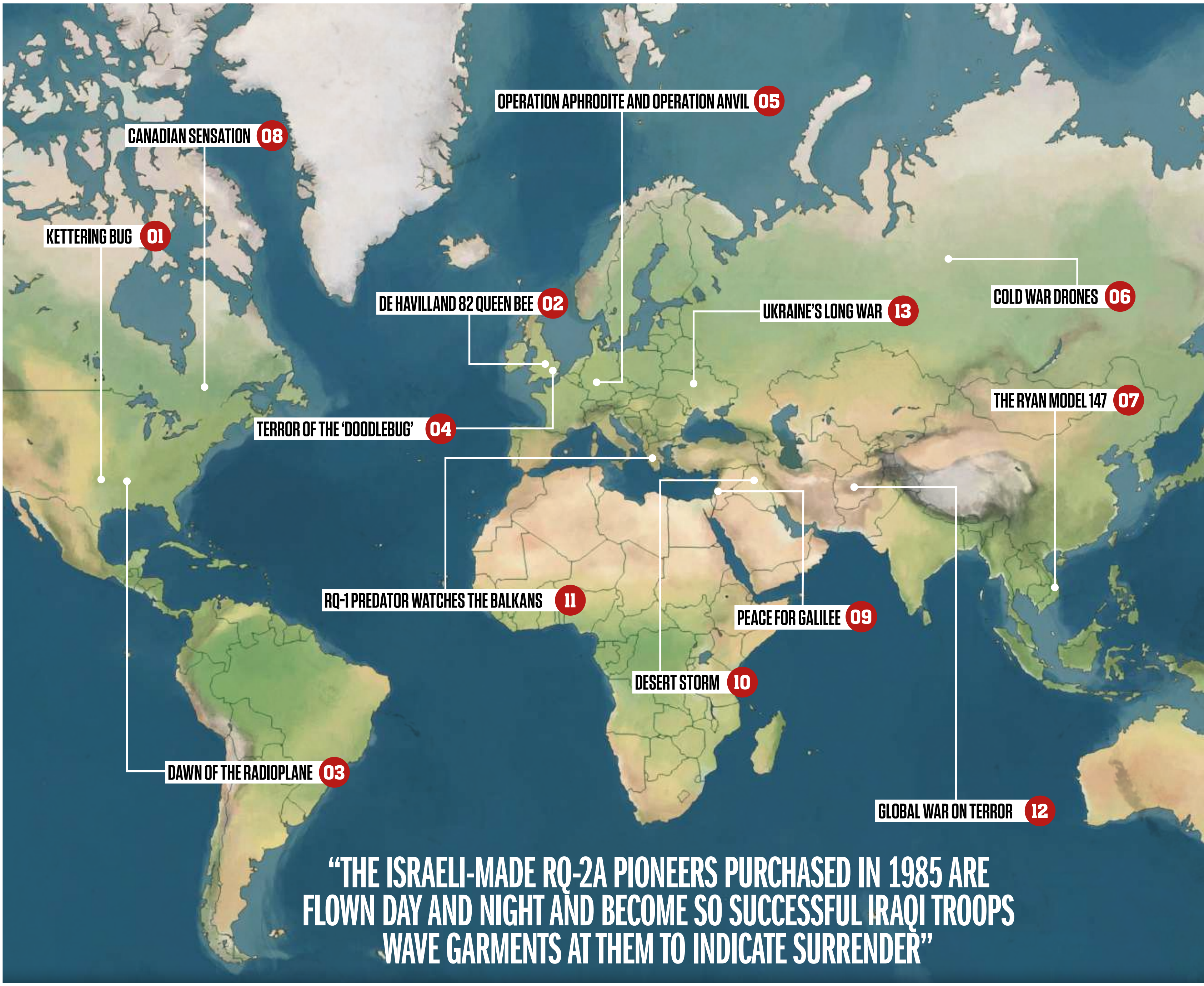
A malfunction aboard a stripped-down B-24 kills its pilot, Navy Lieutenant Joseph Kennedy, Jr – older brother of the future President John F Kennedy

THE RYAN MODEL 147 07

To maintain its overwhelming edge in reconnaissance and electronic warfare the US Air Force modifies the Q-2X Firebee target drone into an air-launched ‘spy drone’. By 1964 these new Lightning Bugs are being deployed over the South China Sea to collect valuable data on North Vietnamese air defences and radars.

More than 28 variants of the Lightning Bug are developed until 1979

Images © Alamy, Getty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> “THE ISRAELI-MADE RQ-2A PIONEERS PURCHASED IN 1985 ARE FLOWN DAY AND NIGHT AND BECOME SO SUCCESSFUL IRAQI TROOPS WAVE GARMENTS AT THEM TO INDICATE SURRENDER”

9 June 1982

PEACE FOR GALILEE 09

When the Israel Defense Forces (IDF) launch an assault on Lebanon called Operation Peace for Galilee against the Palestinian Liberation Organization and Syria, the nimble Scout – a twin-boom monoplane equipped with a video camera – gives Israeli commanders real-time intelligence faster than the enemy.

The Scout drones play a pivotal role in locating enemy air-defence positions

Image: Wiki / PD / aick

July 1985

THE PIONEER

The US Navy draws up plans for a lightweight drone that takes off from ships and can spot artillery and other enemy systems. Two models are purchased from Israel later in 1985 and are designated the RQ-2A Pioneer. These unmanned aerial vehicles (UAVs) are then adopted by the US Army and the Marine Corps.

The US Navy chooses a small twin-boom drone made in Israel based on the combat-proven Scout

RQ-1 PREDATOR WATCHES THE BALKANS ⑪

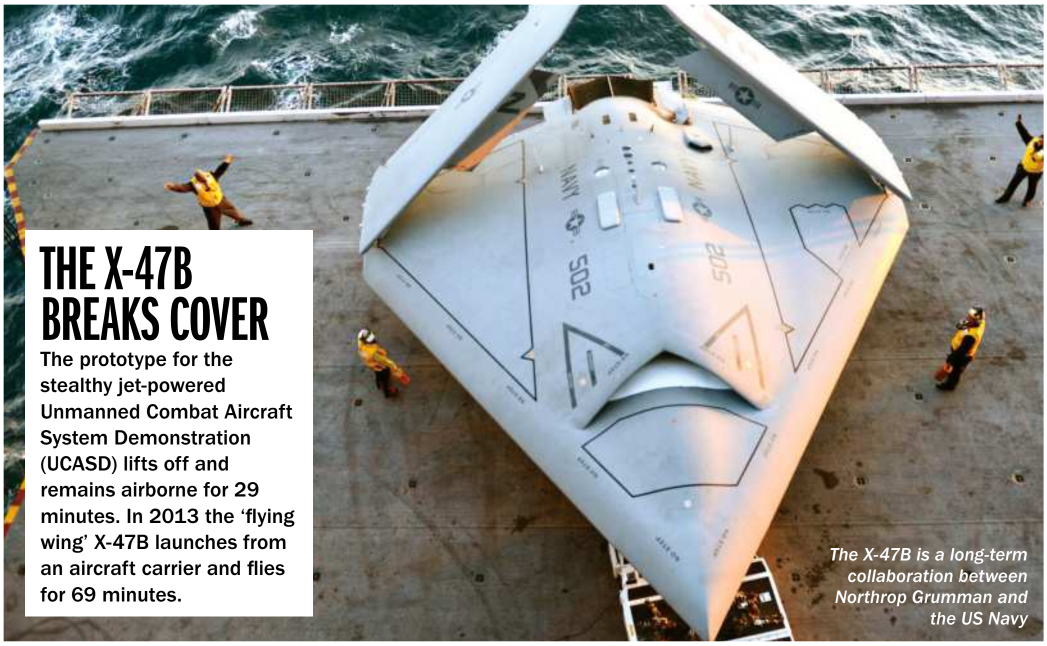
Operating from covert airstrips in Albania and Italy, the US Air Force flies a handful of GA-ASI RQ-1 Predators and the older RQ-2A Pioneers to observe Serbian forces in Bosnia-Herzegovina – at least one Predator is shot down in early August. The mission is crucial as peace talks are still underway to end the war.

The original Predators are unarmed medium-altitude aircraft that can stay airborne for a whole day

UKRAINE'S LONG WAR ⑬

Having annexed the Crimean peninsula and then launched a separatist war in the southeast, Russia's military employs commercial drones – often just hobbyist quadcopters – and other fixed-wing models with impunity. The battles that rage in Donetsk and Luhansk from March until September 2014 kill thousands with guided artillery strikes.

A UAV Forpost ISR, Russia's licensed version of Israel's IAI Searcher II drone, in a demonstration flight



THE X-47B BREAKS COVER

The prototype for the stealthy jet-powered Unmanned Combat Aircraft System Demonstration (UCASD) lifts off and remains airborne for 29 minutes. In 2013 the 'flying wing' X-47B launches from an aircraft carrier and flies for 69 minutes.

The X-47B is a long-term collaboration between Northrop Grumman and the US Navy

17 January – 24 February 1991

1995

October – November 2001

4 February 2011

March 2014 – present

DESERT STORM ⑩

To hasten the destruction of the Iraqi armed forces, reconnaissance missions are assigned to the US Army's 304th Military Intelligence Battalion for tracking enemy movements. The Israeli-made RQ-2A Pioneers purchased in 1985 are flown day and night and become so successful that Iraqi troops wave garments at them to indicate surrender.

Victory in Kuwait revives the US military's appetite for propeller-driven drones of all weight classes

GLOBAL WAR ON TERROR ⑫

With US special forces performing a key role in Operation Enduring Freedom, the campaign to rid Afghanistan of Al Qaeda the Taliban, the need for persistent air cover is fulfilled by the GA-ASI Predator. It flies armed with AGM-114 Hellfire missiles and can pinpoint targets with hair-splitting accuracy.

The MQ-9 Reaper is the deadliest variant of the Predator 'family', with an unmatched combat record

Images © Alamy, Getty

THE PROPELLER AGE

Development of unmanned military aircraft made huge strides in the 20th century, but progress was decidedly turbulent

Years before war engulfed Europe in the summer of 1939 serious advances were made in the assembly and operation of unmanned aircraft. A startling success from the USA, given the Great Depression and minimal support from the armed forces, were the mass-produced radioplanes of the aptly named Radioplane Company in California; these were the elusive decoys for anti-aircraft gunners to practise on. The small and flimsy contraptions were the true ancestors of the combat drones used today and had three essential characteristics that are seen in current unmanned aerial vehicle (UAV) design and engineering: a small propeller engine that worked in any climate, a fuselage made of composites (in its day, this meant wood and fabric), and basic landing gear.

The concept of an unmanned aircraft, broadly defined as a flying object controlled from the ground and employed for signals intelligence and reconnaissance, is an ancient one. The Qin Dynasty of China was known to have specialists in its army who were expert in manipulating kites. These served as communication devices in Chinese 'combined arms' where very large ground forces had to coordinate their movements in open battle, on the march or during sieges.

Of course, Renaissance master Leonardo da Vinci stumbled on a conceptual unmanned aircraft when he sketched a twirling screw-driven aerial vehicle. The quest for unmanned flight never lost its allure. From observation balloons in the Napoleonic era, to airships between the world wars, creating aerial platforms with minimal human input was an enduring quest for the world's most powerful militaries.

The most important advances in unmanned aircraft took place between the world wars and two milestones happened on either side of the Atlantic, each occurring decades apart. Before the United States joined World War I its army in particular was keen to leap ahead in aerial warfare.

> "THE CRUCIAL LINK BETWEEN THE PAST AND THE DRONE WARFARE SEEN TODAY WAS NOT ESTABLISHED UNTIL THE FINAL YEARS OF WWII"

The engineering talent of the automotive industry furnished the technicians and tinkerers who were tasked with fulfilling this concept. In 1917 a propeller-driven missile, at the time labelled an 'aerial torpedo', assembled by Charles F Kettering and incorporating EA Sperry's stabilising gyroscope, was received with some enthusiasm. This Kettering Bug went through a prolonged testing phase that survived the war but led nowhere as the programme faced numerous technical hurdles.

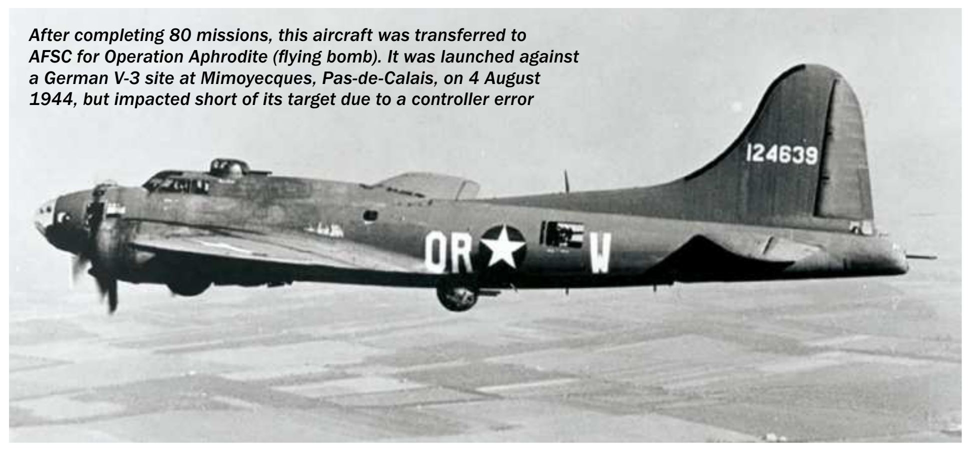
It was only in the 1930s when new approaches to materials science and improvements in radio controls accelerated programmes for various flying targets – aircraft to help soldiers train with the new generation of anti-aircraft artillery. For this reason, the Radioplane became a mainstay for the US Army for a decade, while the far more impressive De Havilland Queen Bee was tailor-made for the Royal Navy.

Yet the crucial link between the past and the drone warfare seen today was not established until the final years of World War II. By late 1944 both the Allies and the remaining Axis powers, Nazi Germany and the Empire of Japan, had semi-secret programmes to rapidly introduce remotely piloted combat aircraft. They were all failures, for the most part, but they at least established the technical limits of unmanned aircraft that were overcome after the war. The most well-known are the collaborative schemes involving the Eighth Air Force and the US Navy known as Operation Aphrodite and Operation Anvil. Each of them sought the same goal: to develop a powerful long-range guided munition by repurposing an existing airframe.

These were deemed necessary to defeat the Nazi V-1 and V-2 missiles being launched from well-defended complexes in the Calais region of France – the bombers would function as cruise missiles, their interiors stripped of non-essentials and loaded with high-explosive. Interestingly, the Germans rapidly fielded remote-controlled Ju 88 bombers to hit Allied shipping in the English Channel during the weeks after the Normandy invasion. The Japanese had their own macabre twist on the concept that shocked the US Navy in late October 1944 when tokkotai flights out of Luzon targeted American aircraft carriers and their escorts in the Philippine Sea. The crucial difference was these were not remotely piloted – rather, the kamikaze pilots crashed their planes into their target; these missions dragged on until the Battle of Okinawa the following year.

The problems that doomed both Aphrodite and Anvil in late 1944 were the limitations of radio controls for much larger aircraft, specifically the B-17s and naval B-24s assigned to the programme. The aircraft, such as the fateful PB4Y-1 (a naval B-24 variant) flown by Lieutenant Joe Kennedy Jr and Lieutenant Wilford Willy, had to be flown manually to a waypoint such as the coast of England before the pilots bailed out and remote-controlled flight from an accompanying 'mother ship' took over.

The elaborate original mission of Operation Anvil on 12 August 1944 began with no issues until the PB4Y-1 detonated in midair and killed its two pilots. Operation Aphrodite continued with marginal success while its counterpart Operation Anvil, now tainted with scandal, was terminated. But the US Navy still had another drone programme in the Southwest Pacific theatre that ran along the same lines: bombers were converted to remotely piloted variants and the resulting TDR-1 radio-guided 'missiles' flew combat missions against Japanese bases and shipping in Melanesia from September 1944 until early 1945. The success rates of these air strikes were very encouraging.

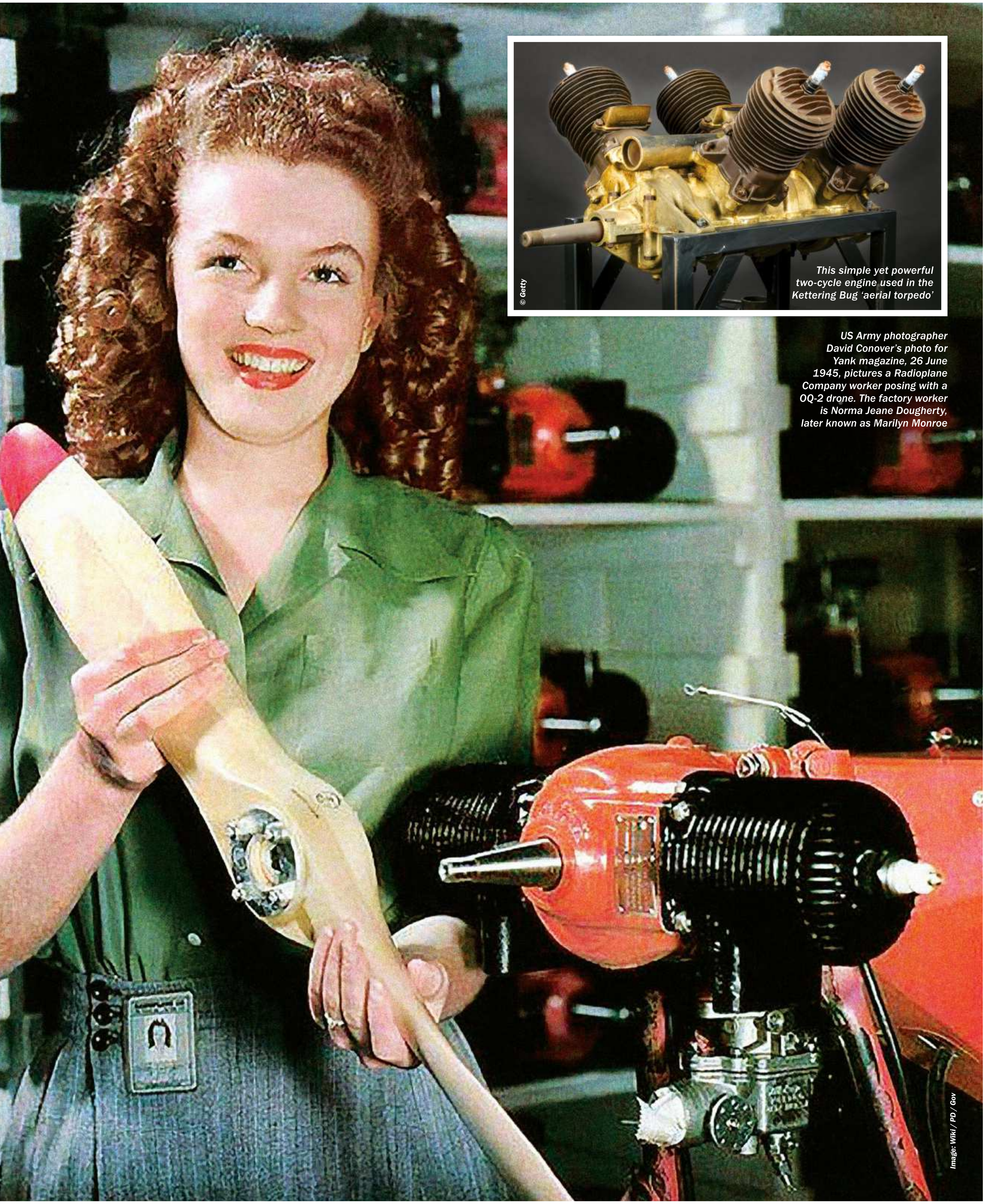


After completing 80 missions, this aircraft was transferred to AFSC for Operation Aphrodite (flying bomb). It was launched against a German V-3 site at Mimoyecques, Pas-de-Calais, on 4 August 1944, but impacted short of its target due to a controller error

Image: Wiki / PD / Gov

This simple yet powerful two-cycle engine used in the Kettering Bug 'aerial torpedo'

© Getty

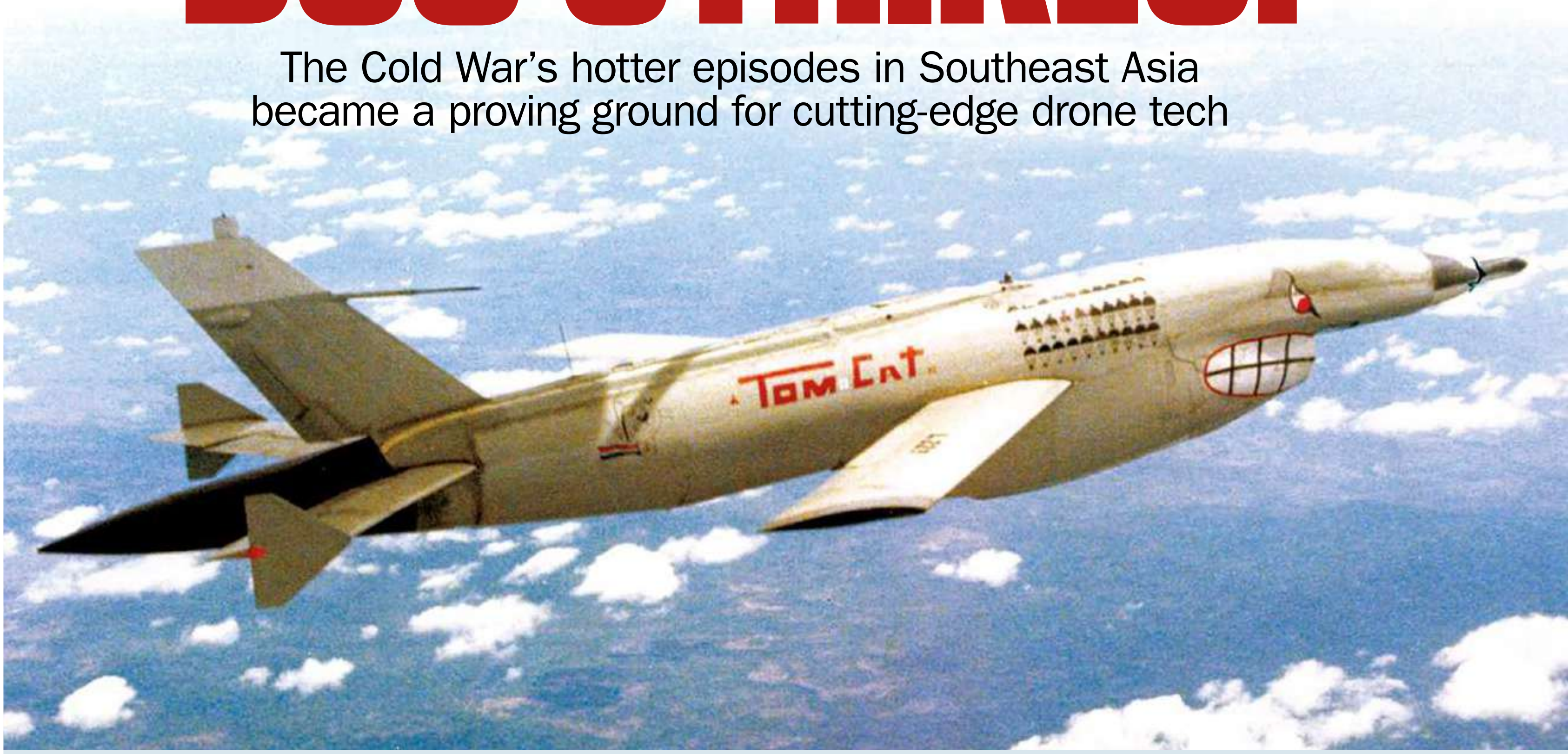


US Army photographer David Conover's photo for Yank magazine, 26 June 1945, pictures a Radioplane Company worker posing with a OQ-2 drone. The factory worker is Norma Jeane Dougherty, later known as Marilyn Monroe

Image: Wiki / PD / Gov

THE LIGHTNING BUG STRIKES!

The Cold War's hotter episodes in Southeast Asia became a proving ground for cutting-edge drone tech



In the 15 years since the doomed Operation Aphrodite the development of unmanned or uninhabited aircraft leapt into the space age. The US Air Force, awash in R&D funding and supported by the world's largest aerospace industry, steered multiple programmes that turned remotely piloted aircraft models from clumsy devises to supersonic marvels, among other achievements. Luckily, rather than even the odds against the Soviets and their Warsaw Pact allies in Central Europe, events in Southeast Asia reached a point where the US military had to step in. The Gulf of Tonkin incident on 2 August 1964 triggered an immediate response from the Lyndon B Johnson administration, culminating in a vow to defend the Republic of Vietnam and humble its aggressive neighbour across the 17th parallel.

By 1964 the US Air Force maintained an intimidating posture in the Asia-Pacific with a network of immense air bases stretching from Subic Bay to the California desert. The looming arrival of American forces in South Vietnam required a re-assessment of their foe North Vietnam, whose allies were equipping it with state-of-the-art weaponry. This accelerated the production and employment of the Ryan Model 147 drone.

The 147 was nicknamed the Lightning Bug in a nod to the historic Kettering Bug, and was classified as an asset for conducting intelligence, surveillance and reconnaissance (ISR). Although its appearance was odd, like a dart with a swollen belly that housed its turbojet engine, its tactical use was astounding. The first mission assigned to the Lightning Bugs was to bait and compromise the dreaded S-75 surface-to-air missiles of the North Vietnamese air defence network. These SAMs, given the NATO designation SA-2 Guideline, gained notoriety when they took down a U2 spy plane over the Soviet Union, with its pilot Captain Gary Powers subsequently taken prisoner. Other U2 spy planes were lost in undisclosed circumstances over southern China and Cuba.

Deploying Lightning Bugs was a complicated affair; owing to their design they never 'took off' in the conventional sense. Each Lightning Bug, whatever the variant, was loaded under the wings of a C-130 Hercules medium transport. Once in flight, the C-130 launched the drones as far as 1,000km from their objective. It is a testament to American innovation how

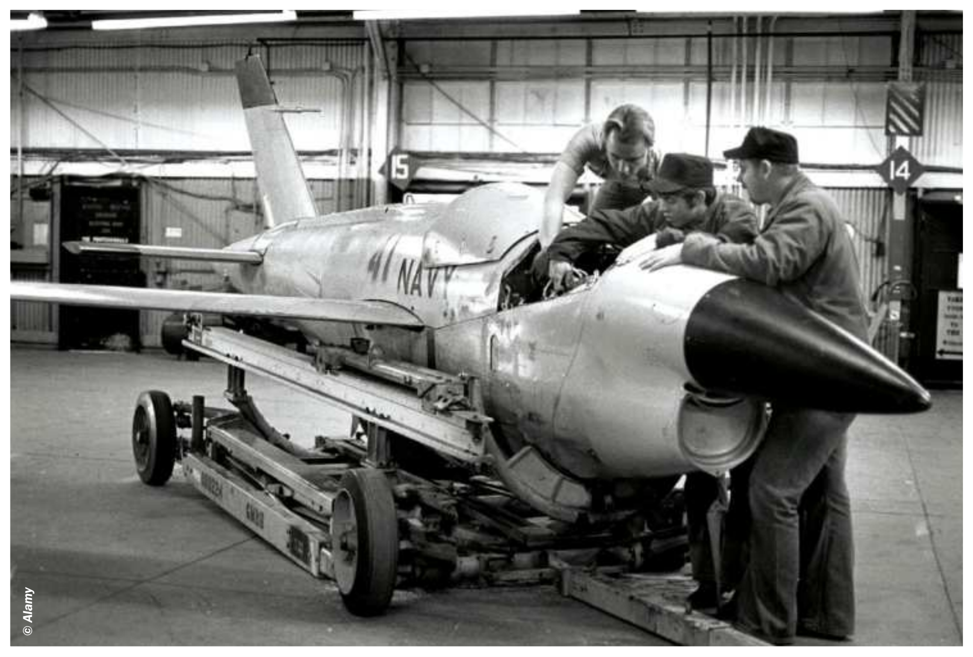
> "ALTHOUGH ITS APPEARANCE WAS ODD, LIKE A DART WITH A SWOLLEN BELLY THAT HOUSED ITS TURBOJET ENGINE, ITS TACTICAL USE WAS ASTOUNDING"

Main image: *The US Air Force Ryan AQM-34L Firebee drone Tom Cat of the 556th Reconnaissance Squadron flew 68 missions over North Vietnam before being shot down by anti-aircraft fire over Hanoi*

Right: *Engineers work on a Ryan target drone. The type could be configured into 30 different variants depending on the mission*

Below: *A USAF DC-130A Hercules taking off on a mission in Southeast Asia, carrying two Ryan AQM-34 Firebee drones. Firebees flew reconnaissance missions using a pre-programmed guidance system or by remote control from the DC-130A crew*

Image: WIKI / National Museum of the U.S. Air Force, USGOV PD



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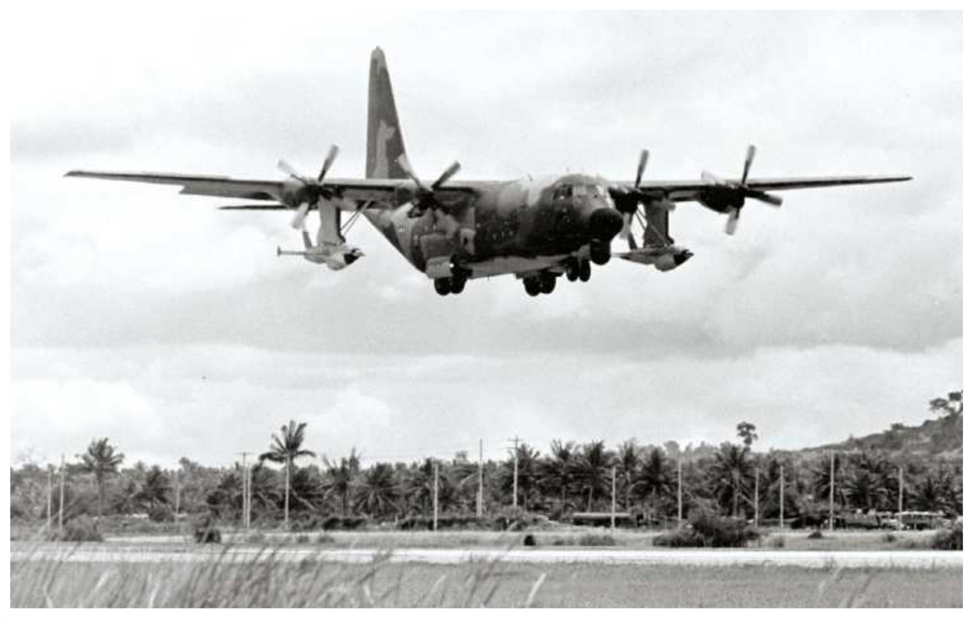


Image: WIKI / U.S. Air Force, USGOV PD

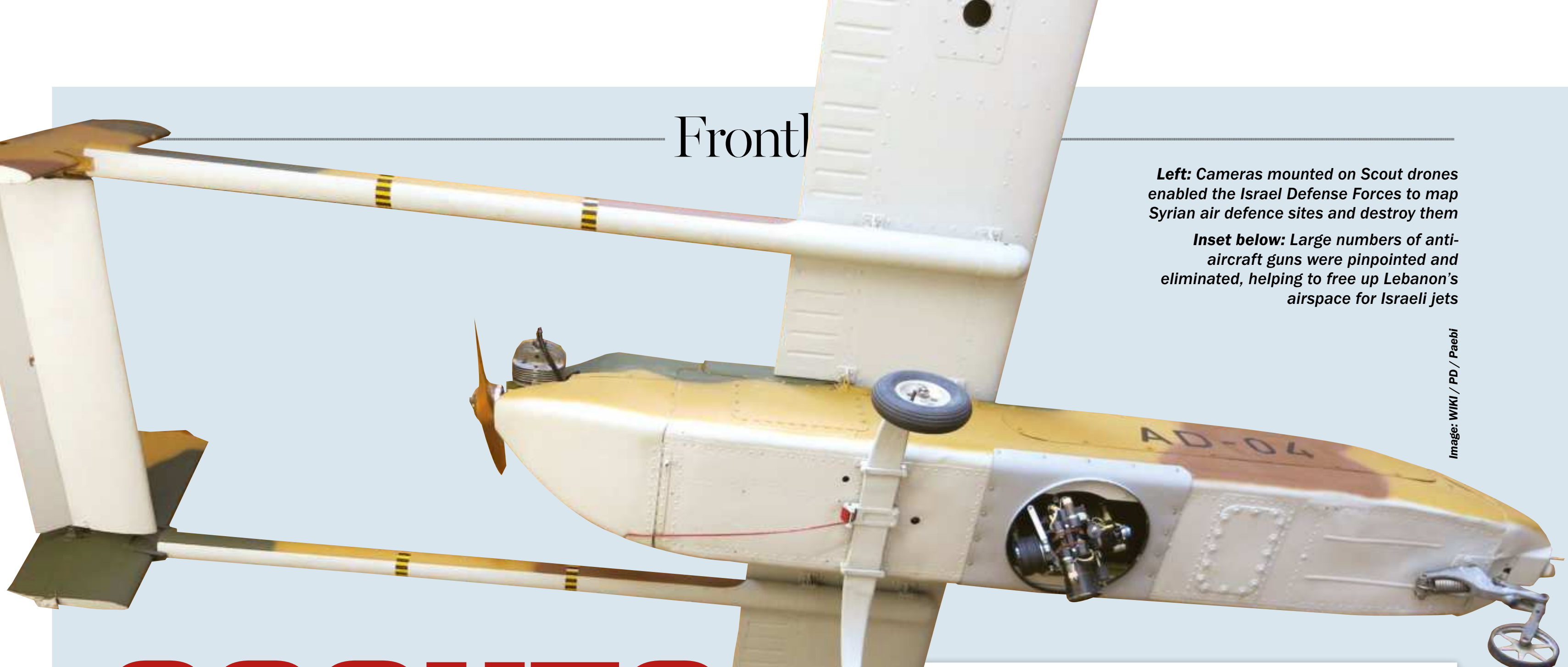
successful the majority of Lightning Bug missions were, with 3,500 sorties flown between 1965 and 1973, with the same model updated into 30 different variants depending on the mission.

When the Lightning Bug entered North Vietnam it tagged and collected data on SA-2 launches – vital for saving American pilots. Beyond this role the Lightning Bugs took photographs as part of battle damage assessments, searched for evidence of American POWs and performed electronic intelligence on the sophisticated Soviet-made radars the North Vietnamese operated.

The Lightning Bugs did fail on occasion – despite their aerodynamics they were subsonic aircraft with limited manoeuvrability. Many were shot out of the sky, although the numbers lost are out of the public domain, and a few crashes were collected by the North Vietnamese. The proper extraction of a Lightning Bug instead of letting them return to base (usually in Taiwan) required expertise and precise teamwork. Since allowing it to land via parachute often damaged the airframe the drones were modified with a harness so that a large helicopter such as the CH-53 could pick it up on its way home.

Unfortunately, aerial losses over Vietnam were still catastrophic. Hundreds of the US Air Force's prized F-4 Phantoms were lost and the US Navy's carrier-based jet fighters in particular suffered scores of downings over several years. North Vietnamese SAMs managed to destroy at least 17 B-52H Stratofortress bombers and claimed a hefty percentage of the approximately 2,500 fixed-wing American combat aircraft that were lost from 1962 until 1973.

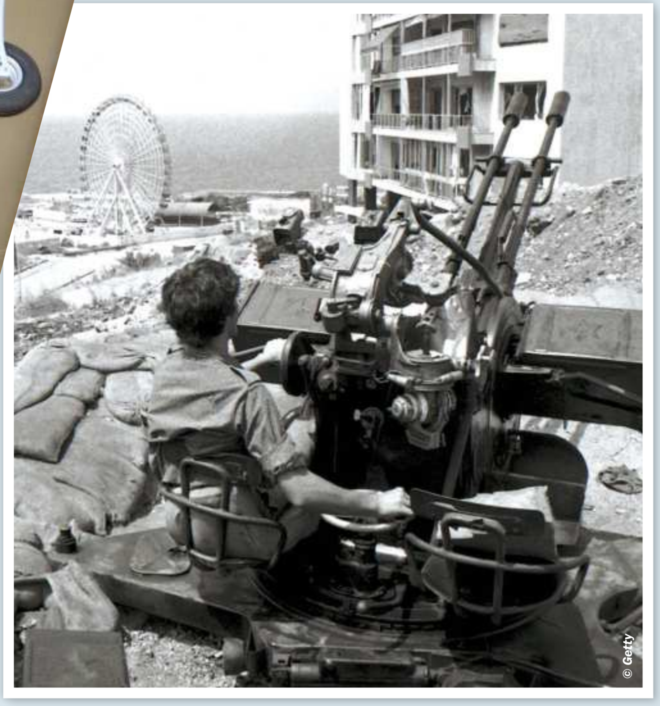
Thousands of Lightning Bugs were decommissioned in 1979 as the American military shook off its Vietnam syndrome and retooled itself to overcome the Soviets. The doctrine and ideation of how UAVs are employed in military operations changed as well. An interesting trend is that beyond the USA other countries maintained thriving drone programmes for the same reasons, originally as training resources and then for intelligence gathering and electronic warfare. The Soviets were no different and the state-owned manufacturer Lavochkin developed its own version of the Ryan Model 147 called the La-17. (Ironically Lavochkin was also responsible for assembling the lethal SA-2 missiles the Lightning Bugs were designed to foil.) The other 'design bureaus' of the Soviet aircraft manufacturing sector like Mikoyan-Gurevich, Sukhoi, Tupolev and Yakovlev competed with each other with ever-more sophisticated drones. What the two great rivals of the Cold War seem to have missed in their separate drone programmes is that maybe propeller engines were a more economical choice for these aircraft types. The race is still on, however, as renewed 'great power competition' involving China, Russia and the USA revived their enthusiasm for pushing the boundaries of unmanned systems.



Left: Cameras mounted on Scout drones enabled the Israel Defense Forces to map Syrian air defence sites and destroy them

Inset below: Large numbers of anti-aircraft guns were pinpointed and eliminated, helping to free up Lebanon's airspace for Israeli jets

Image: WIKI / PD / Paebi



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SCOUTS OVER GALILEE

Improvisation and innovation gave Israel's military a decisive edge in the 1980s

In the summer of 1982 events in the Levant – the region comprising Israel, Lebanon and Syria – took a turn for the worse. A botched assassination attempt in London on the Israeli ambassador Shlomo Argov, a mission that some believed was orchestrated by the secret police of the Syrian dictator Hafez Al-Assad, inspired a backlash from Jerusalem as it found a justification for settling old scores. Since the end of the Yom Kippur War in 1973 the Israelis had held the Golan Heights overlooking the Syrian plains, but it was a geographical advantage maintained at a steep price. Syria, unwilling to follow Egypt's lead and settle for a peace treaty, armed the Palestinian guerrillas based in southern Lebanon from where they targeted the settlements and towns of northern Israel with rockets.

On 6 June 1982 the Israel Defense Forces (IDF), with thousands of troops freed up from guarding the border with Egypt, poured into southern Lebanon under relentless air and artillery cover. Opposition was minimal since Lebanon had been embroiled in civil war since 1975, and some beleaguered Lebanese communities welcomed the IDF's presence. But as the Palestine Liberation Organization (PLO) withdrew its lightly armed forces toward Beirut the Syrian military bolstered its presence in the Bekaa Valley, where multiple surface-to-air missile (SAM) sites were activated to block the Israeli offensive; on the ground the Syrians had tanks and elite troops positioned for defending the valley.

At first these posed no threat to the Israelis, whose air force boasted one of the most sophisticated inventories in the world, including the F-4 Phantom, the F-16 and the F-15, supported by airborne early warning and control aircraft. But the Syrians had the newer SA-3, SA-6 and SA-8 SAMs, each mounting either three or six missiles, as well as older SA-2s that'd earned a deadly reputation in the Vietnam War. Additionally, the Syrian Arab Air Force flew squadrons of MiG-21s and MiG-23s – the most combat-proven Soviet fighters at the time.

However, the IDF had one crucial advantage: propeller-driven UAVs. These small twin-boom drones, meaning they had separate tail sections on either side of the fuselage with the space between occupied by the engine, became valuable thanks to their ability to carry an off-the-shelf video camera that collected footage over the Lebanese countryside.

Twin-boom drones were little more than upgraded hobbyist innovations in the 1970s, when boot-strapped engineers and the fledgling Israel Aerospace Industries (IAI) competed to field a worthy model for the armed forces. Since the cost was no issue the IDF purchased the IAI's Scout and its rival the Tadiran Mastiff in small quantities. It was an investment that paid off in spades. Composite materials and plastic used for assembling their airframes and wings made them easier to assemble, unlike high-tech American-made drones.

Armed forces pictured in the Bekaa Valley area, the focus of Israel's successful drone reconnaissance operation

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"ISRAEL'S EARLY VICTORIES IN LEBANON ESTABLISHED THE NEXT PHASE OF DRONE WARFARE THAT ENCOMPASSED THE POST-COLD WAR ERA"

In the first two weeks of Operation Peace for Galilee, also known as the First Lebanon War, the IAI Scout was piloted from as far away as 100km using a high-frequency data link. It evaded Syrian radar and spotted the static positions of enemy tanks and artillery. Eventually a combination of persistent drone surveillance and airborne early warning and control coverage enabled the Israelis to map Syrian air defence sites and eliminate them in the span of a week. The destruction was so swift and total the Soviets panicked and sent advisers to examine the damage regardless of what their Syrian allies claimed. In just days Syria's air defence branch may have lost half its inventory, freeing up Lebanon's airspace for Israeli jets.

From 9 until 15 June the Israeli Air Force skirmished with the Syrians and achieved lopsided results that still rank as some of the most successful dogfighting ever. Total Syrian aircraft losses were confirmed at 80 MiGs neutralised in air-to-air combat. Despite Syrian claims, no Israeli aircraft were lost to anti-aircraft guns or SAMs.

What was proven in the Bekaa Valley shocked war planners and defence ministries around the world and raised the profile of Israel's military technology. Not only had the Israelis successfully tested the concept of Air-Land Battle, where networked air cover crippled the enemy before the ground forces engaged them, they had done so faster than NATO commanders who were trying to prepare the same should hostilities with the Soviets erupt. Israel's early victories in Lebanon established the next phase of drone warfare that encompassed the post-Cold War era.

A few years after the First Lebanon War a more advanced Israeli twin-boom drone model based on the Mastiff was embraced by the US Navy and then the rest of the American armed forces by the mid-1980s. They performed optimally in Operation Desert Storm and then the Balkans. The more robust aircraft designs of Israeli drone pioneer Abraham Karem introduced the original generation of Predator drones to the US military in the same period. By 2001 these Predators conducted their first armed combat missions for Operation Enduring Freedom in Afghanistan. In the span of 80 years the UAV drastically evolved and moved from the margins to the forefront of war. It is exciting to contemplate what new drone technology will emerge in the next 80 years.

DRONES GONE GLOBAL

Q&A WITH PAUL LUSHENKO

Turkey has sold its medium-sized Bayraktar TB2 drone to numerous countries across Central Asia, the Middle East and Europe

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With the increasing use of military drones in the first two decades of the 21st century, the technology's impact on world politics, as well as public opinion, is still up for debate

Special forces veteran and researcher Lieutenant-Colonel Paul Lushenko, currently a PhD student at Cornell University, discusses why historical experience, perceptions and technology are changing how military drones are used in different parts of the world. He is the co-editor of *Drones and Global Order: Implications of Remote Warfare for International Society*.

What made you interested in unmanned systems, and military UAVs in particular, in your journey as a scholar?

I graduated from the United States Military Academy in 2005 as a member of the 'Class of 9/11' and was commissioned as a military intelligence officer. After completing Ranger School at Fort Benning, Georgia, I was selected to serve in the 75th Ranger Regiment, which is the US Army's premiere light-infantry unit. It is also one of the US military's most responsive forcible entry options, providing US officials with the ability to overcome adversaries' 'anti-access/aerial denial' systems.

For the better part of 15 years I deployed continuously to Afghanistan, Iraq and other theatres of operations where I led analysts responsible for providing intelligence support to special operations forces, enabling raids and lethal strikes from Unmanned Aerial Vehicles, or drones as they are now more commonly called. The broad arc of my career as a military intelligence officer has been entwined with managing the collection, analysis and dissemination of information designed to facilitate drone strikes against strategically consequential al-Qaeda and Islamic State terrorists, which the US military refers to as both 'high-value' and 'high-payoff' targets.

Are there comparisons to be drawn between how the USA exercises its advantages in military drone technology versus other, less powerful nations?

Other countries are adopting drones for different, not similar, reasons than the United States. Associate Professor James Rogers observes the development of "saturation strikes" characterised by "multi-drone deployment mixed with missiles and rockets that are sent all at once toward targets such as US bases, US diplomatic sites and the capital cities of Western allies such as Abu Dhabi, to take out sensitive targets". At the same time, Rogers assesses that "nations are using their drones internally in an armed capacity" to "suppress civil wars".

Other scholars go so far as to identify country-specific models of strikes. Jean-Baptiste Jeangène Vilmer, director of the Institut de Recherche Stratégique de l'Ecole Militaire in France, identifies a veritable "French model" of drone warfare. He claims French strikes in western Africa, namely Mali, are "much more harmonious, in terms of respect for humanist values". These observations are helpful to further scope the key features of evolving patterns of strikes globally. These patterns are defined by countries' differing use and constraint of drones. Drones can be used tactically on the battlefield, similar to a patrol or raid, or they can be used strategically to achieve broader military and political objectives.

How and why have certain countries fallen behind the curve in drone technology, while others have raced ahead?

It's a political decision to weaponise at least large armed and networked drones. Though France purchased MQ-9 drones from the US in 2013, for instance, it was reluctant to arm them, conscious of the potential blowback, mainly in terms of international condemnation for civilian casualties. It wasn't until 2017 that France opted to arm its drones and, even then, they took two years to retrofit. Similarly, assuming states have the technical wherewithal to manufacture large armed and networked drones, the foreign military sales of these capabilities is also a political decision. Most countries do not attempt to build drones themselves, they prefer to buy weaponised drones from a handful of prolific suppliers, including China and Turkey.

> **"DRONES CAN BE USED TACTICALLY ON THE BATTLEFIELD, SIMILAR TO A PATROL OR RAID, OR THEY CAN BE USED STRATEGICALLY TO ACHIEVE BROADER MILITARY AND POLITICAL OBJECTIVES"**

One study finds that authoritarian regimes dramatically expanded their purchase of armed drones from 2011-19 given China's participation in the global drone trade. Turkey has sold its medium-sized Bayraktar TB-2 to numerous countries across Central Asia, the Middle East and Europe. [Not all countries] have the same latitude. Notwithstanding US President Donald Trump's attempt to expand the foreign military sales of US-manufactured drones, Congress plays an important oversight role.

So countries' type of government and strategic culture, or how countries understand the role of military force for their own security, seem to shape their investment in drone technology.

How has the character and nature of war been transformed by unmanned systems, especially UAVs?

Scholars often assume that armed and networked drones constitute a revolution in military affairs that has irrevocably altered both the character and nature of war. Drones, in other words, do not simply shape how war is waged but also its underlying social and political dimensions.

Dr Neil Renic, for instance, refers to "UAVs as war, rather than in war", yet others, especially military practitioners, caution that war is intensely human. Drones constitute one component of a digital system that enables militaries to shorten the 'sensor-to-shooter' timeline. By integrating sensors enhanced with artificial intelligence and linked to a global intelligence collection and analysis architecture, drones rapidly acquire and strike targets pending approval. More to the point, drone warfare is prefigured on intelligence gathered during high-risk ground operations such as espionage, patrols and raids.

To the extent drones have shepherded a revolution in military affairs, then, I concur with Sarah Kreps and Sarah Maxey that it is limited to shifts in the character of war in different strategic contexts. These can range from counterterrorism to humanitarian intervention to interstate wars.

Is a globally binding treaty that curtails the spread of combat drones, aka 'killer robots', feasible at this point? Are all wars going to turn into unrestricted drone wars?

My research leads me to believe that wars will not turn toward 'unrestricted drone warfare'. Drones do not – and will not – change the nature of war, in my estimate. At the same time, however, I do agree political officials should renew the debate for the global governance of drones. The urgency to do so is exacerbated by increasing recognition of the likelihood of civilian casualties during drone strikes without multilateral oversight.

While regulatory mechanisms do exist to counter the proliferation of the most advanced drones, such as the Missile Technology Control Regime (MTCR), they are feckless and have no enforcement measure to impose sanctions on violating countries. Entire regions of the world have not ascended to the MTCR and those counties that are signatories flagrantly violate the regime's guidelines, including China and Turkey.

The weakness of existing international regimes has caused US Air Force Lieutenant Colonel Michael Kreuzer to advocate for an entirely new approach to limit the proliferation of drone technology. This new approach should focus on the underlying drivers of drone proliferation, shift the debate toward intelligence collection and weapons applications rather than the platforms themselves, and strengthen the laws of air warfare, which states have never actually adopted.

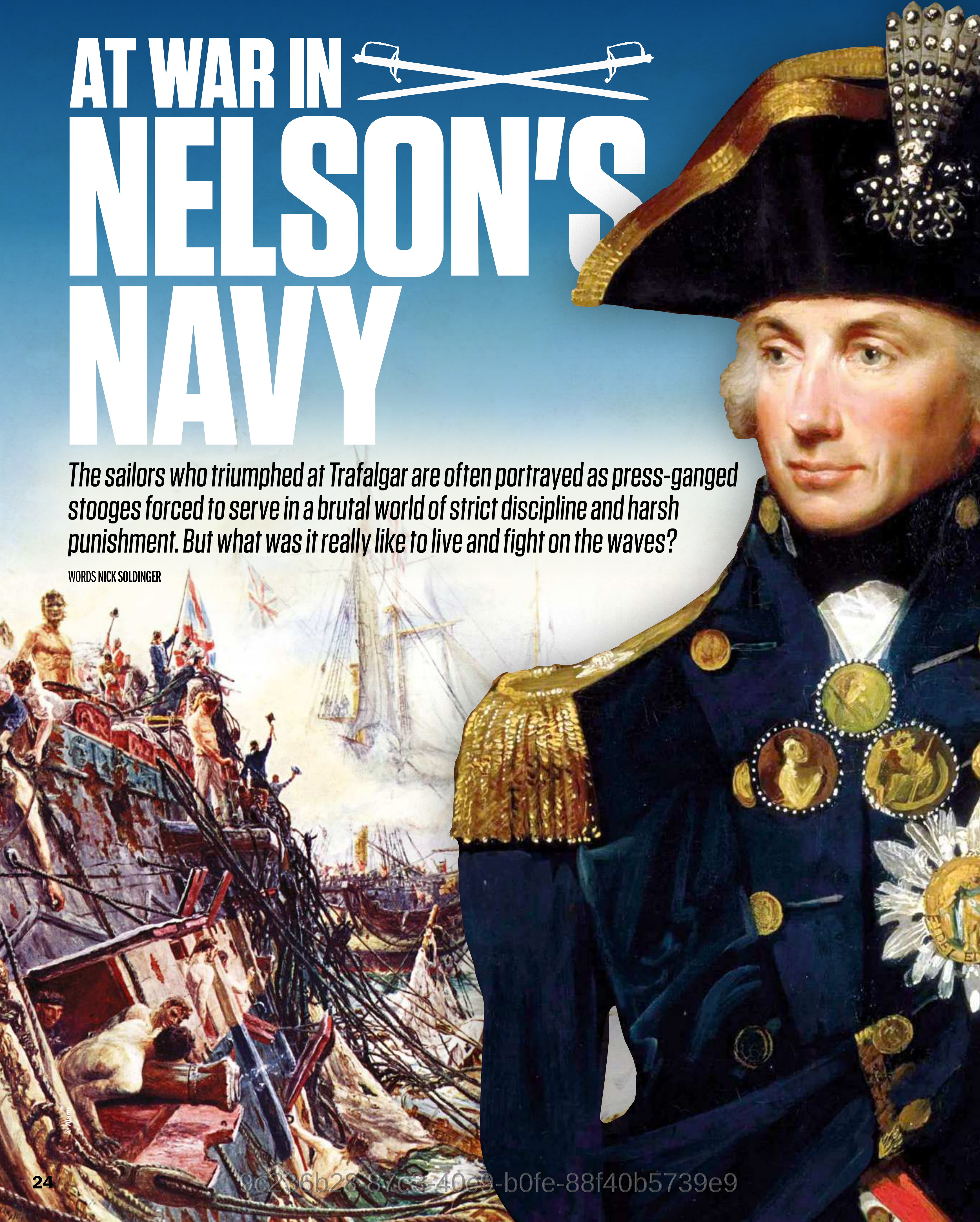
The views expressed in this article are those of the authors and do not reflect the official policy or position of the United States Department of the Army, Department of Defense, or Government.

Drones and Global Order, edited By Paul Lushenko, Srinjoy Bose and William Maley, is published by Routledge and is available now

AT WAR IN NELSON'S NAVY

The sailors who triumphed at Trafalgar are often portrayed as press-ganged stooges forced to serve in a brutal world of strict discipline and harsh punishment. But what was it really like to live and fight on the waves?

WORDS **NICK SOLDINGER**



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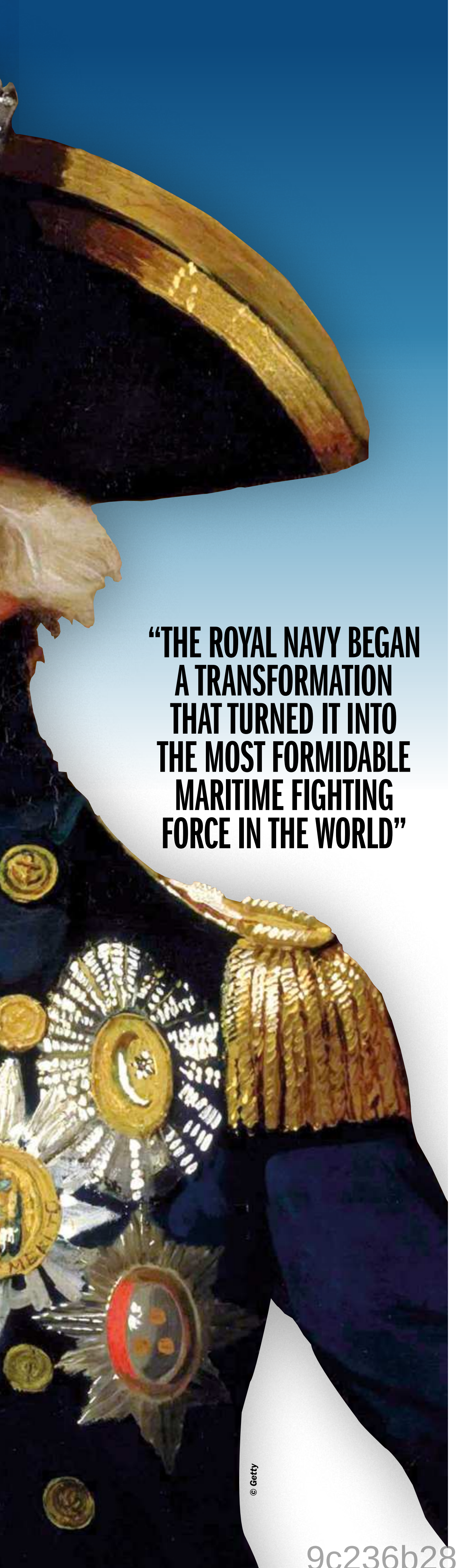

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"THE ROYAL NAVY BEGAN A TRANSFORMATION THAT TURNED IT INTO THE MOST FORMIDABLE MARITIME FIGHTING FORCE IN THE WORLD"

Overcrowded living quarters. Years away from home. Ritualised floggings. Daily risk of injury and death. On the surface, there wasn't much to recommend joining Lord Nelson's navy. And yet thousands did, operating the ships that would win countless engagements, including the Battle of Trafalgar (1805). But what drove these men to serve in this dangerous and demanding world?

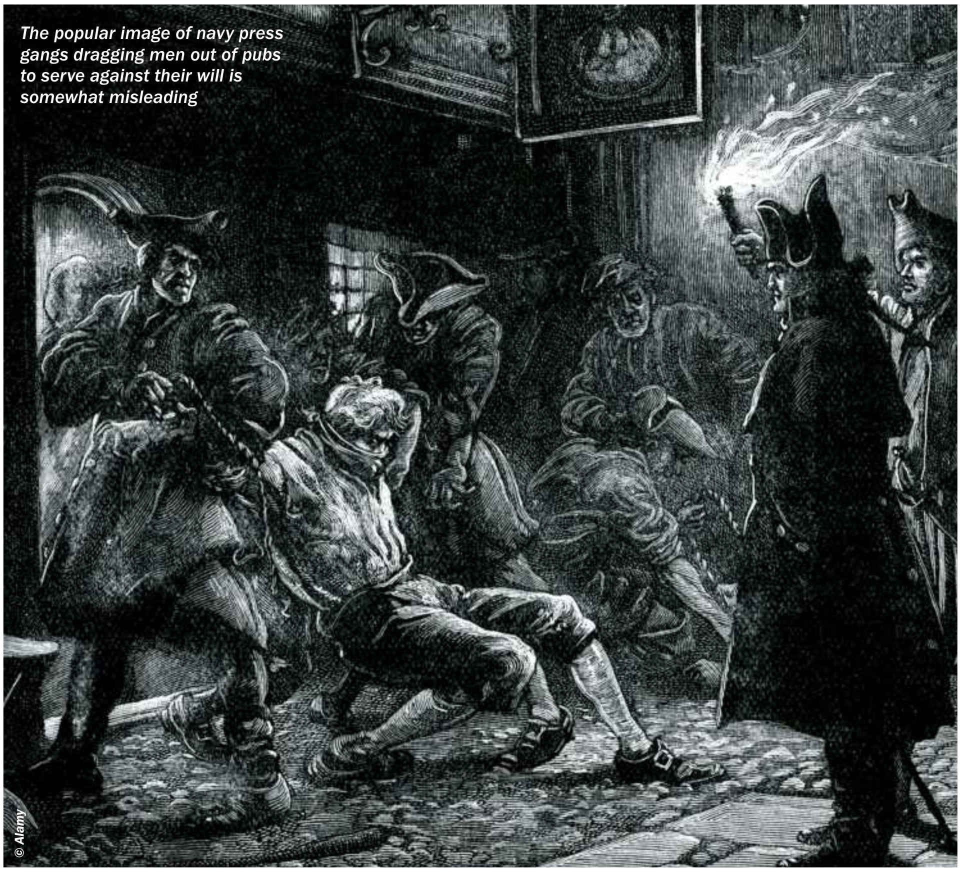
At the end of the 18th century, the Royal Navy began a transformation that turned it into the most formidable maritime fighting force in the world. Prompted by the French Revolution and the threat of invasion, it grew more than eightfold, with its ranks swelling from 17,000 in 1792 to 145,000 by 1810. With this rapid growth, and the victories it brought, a new type of national hero was born as the British sailor was reimagined as a patriotic archetype. The fabled Jack Tar became both a grog-loving free spirit with a girl in every port and a fearless servant of the crown who ensured Britannia ruled the waves. Life for Britain's seafarers at the time, however, was less romantic than this contradictory image would have us believe.

For a start, the navy's rapid growth was in part due to impressment. This primitive form of conscription saw groups of armed troops hunting Britain's coastal towns for men to force into service. These press gangs, as they were known, have become as much a part of British folklore as Jack Tar himself. Although, according to Nick Ball – Collections, Galleries and Interpretation Manager at the Historic Dockyard, Chatham – our picture of them may be a distorted one: "Despite the popular idea of press gangs rounding up everyone and anyone and dragging them out of pubs, the press gangs were only really interested in impressing men with experience at sea. Landsmen were of little value to a ship that required a good proportion of skilled men."

The press gangs weren't always as thuggish as they've been portrayed, either. "The press gang's first option was always to persuade people to volunteer," says Ball. "Often the press gangs themselves were made up of seamen who'd try to lure volunteers with tales of a good ship, good pay and the promise of prize money. Only when this failed did they resort to using violence. When it did occur, it was certainly a cruel practice, with men being torn from their families. There are many tales of merchant seafarers returning to Britain after long voyages, only to be intercepted by a press gang at sea, or when stepping ashore, to be whisked off to serve in the Royal Navy, sometimes for years."

Nelson's navy and its volunteers

By the time of Nelson's victory at Trafalgar, around half the Royal Navy's sailors had been pressed into service. But that still left around 70,000 who'd volunteered. What's more, large numbers of them were foreign nationals, which suggests that it wasn't patriotism that drove everyone to join up. According to Royal Navy records among those who served on the 27 ships at Trafalgar were 203 American volunteers, 87 Swedes, 36 Danes and 12 Poles. Nelson's flagship, meanwhile, was arguably the most cosmopolitan vessel afloat. "Although most of the crew came from Britain and Ireland," says Ball, "HMS Victory had as many as 22 different nationalities onboard – even French! There was no requirement to be British to serve in Britain's Royal Navy."



The popular image of navy press gangs dragging men out of pubs to serve against their will is somewhat misleading

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Neither, it seems, was there a need to be male. Although Admiralty regulations forbade women from going to sea, men with important jobs such as the ship's carpenter were often joined by their wives, and these women weren't there just to provide companionship. John Nicol, a sailor who served under Nelson, recalled the role they played at the Battle of the Nile in 1798: "My station was in the powder magazine. We got information from the boys and women that carried the powder. The women behaved as well as the men. Some of the women were wounded. One died. Another bore a son in the heat of the action."

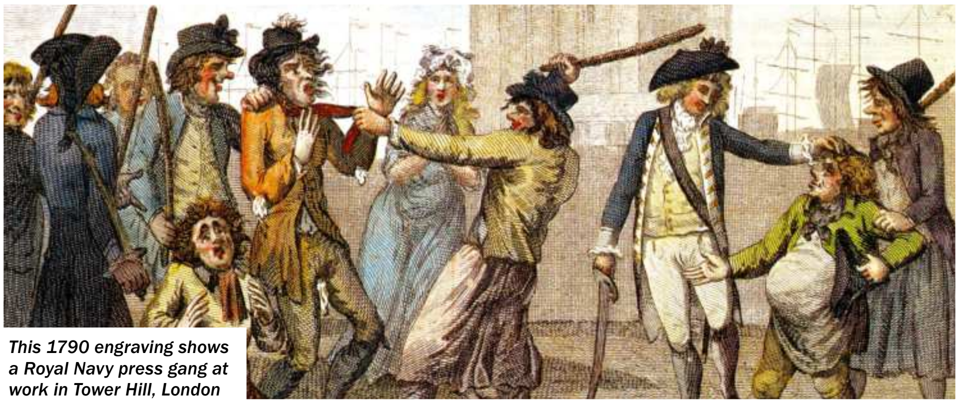
There is also evidence that women disguised themselves as men in order to enlist. One sailor on the HMS Queen Charlotte who went by the name of William Brown was outed by the Annual Register in 1815 as "a female African, who has served in the Royal Navy for upwards of eleven years. She is a smart, well-formed figure, about five feet four inches in height, possessed of considerable strength and great activity. She appears to be about 26 years of age. In her manner, she exhibits all the traits of a British Tar and takes her grog with her messmates with the greatest gaiety."

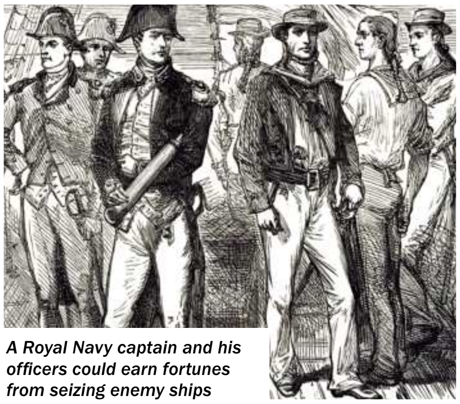
Daily life on board

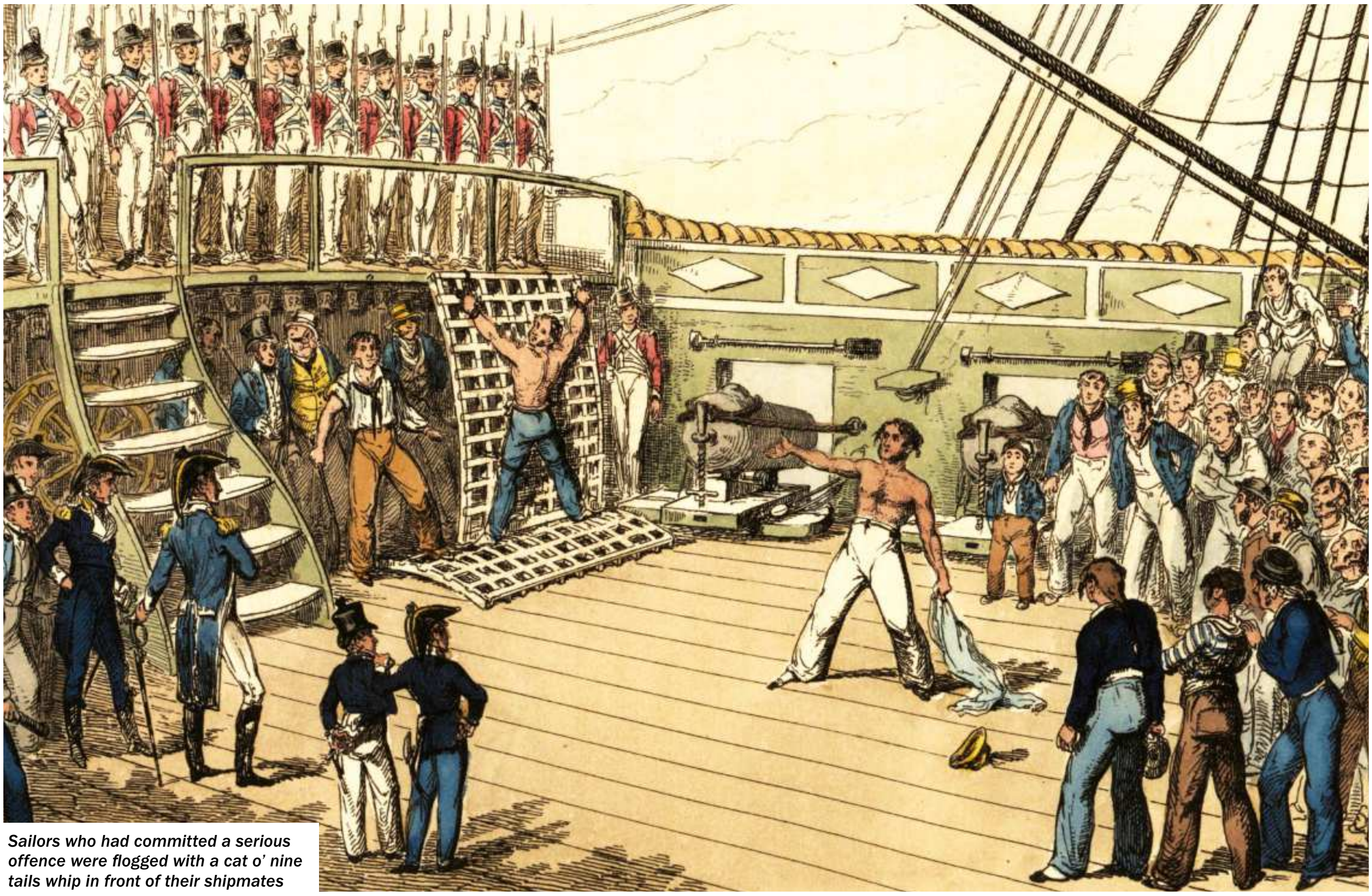
The number of ships in the British fleet trebled at the end of the 18th century, going from 303 in 1794 to 942 in 1799. However, that doesn't wholly explain its huge appetite for manpower. A Royal Navy ship was, of course, designed to fight and as such needed enough men to fire its guns. On average, this was about four times as many as were required to operate the ship. This meant the workload for its sailors was lighter than in the merchant fleet but also resulted in living conditions that would have been considerably more cramped, noisy and smelly.

The most common ship of the line in this era was the seventy-four, a two decked sailing ship named after the number of guns it carried. Measuring approximately 15 by 50 metres, it required a crew of at least 600 men and would have set sail stuffed with supplies as well as livestock including geese, hens, pigs, sheep, goats and even cows to provide fresh eggs, meat and milk.

"Conditions were horrible by modern standards," says Ball. "Hundreds of men crammed into a sweaty, damp and dark environment, where there were no facilities to wash and very few 'heads' or toilets. Below decks, the men slung their hammocks between


This 1790 engraving shows a Royal Navy press gang at work in Tower Hill, London


A Royal Navy captain and his officers could earn fortunes from seizing enemy ships


Sailors who had committed a serious offence were flogged with a cat o' nine tails whip in front of their shipmates

All images © Alamy

the deck beams and the guns, with only 14 inches of space each. The officers had it somewhat better. Some, like the captain and the master, had their own cabins. Depending on the size of the ship, others might share with officers of their own rank."

These living arrangements reflected the ship's strict hierarchy. At the top of the pecking order was the captain, above his senior officers, such as the sailing master, the ship's surgeon and the purser. Below them would be the carpenter and boatswain, who maintained the ship's seaworthiness, as well as the gunner, who was responsible for its fighting readiness. On the next rung were the midshipmen who were in charge of the seamen, who were themselves divided into three different classes: able, ordinary, and landsmen. At the bottom of the pecking order were the boys – apprentice seamen as young as eight who volunteered with the aim of one day becoming officers.

To get around the cramped conditions, the ship was run on a system that divided the crew into a starboard and port watch. "Each watch's day was made up of five four-hour periods and two two-hour periods known as dog watches," says Ball. These gave the men four hours of downtime between shifts, with the dog watches allowing for staggered mealtimes. Officers would time the shifts using a half-hour glass with a bell being rung every 30 minutes.

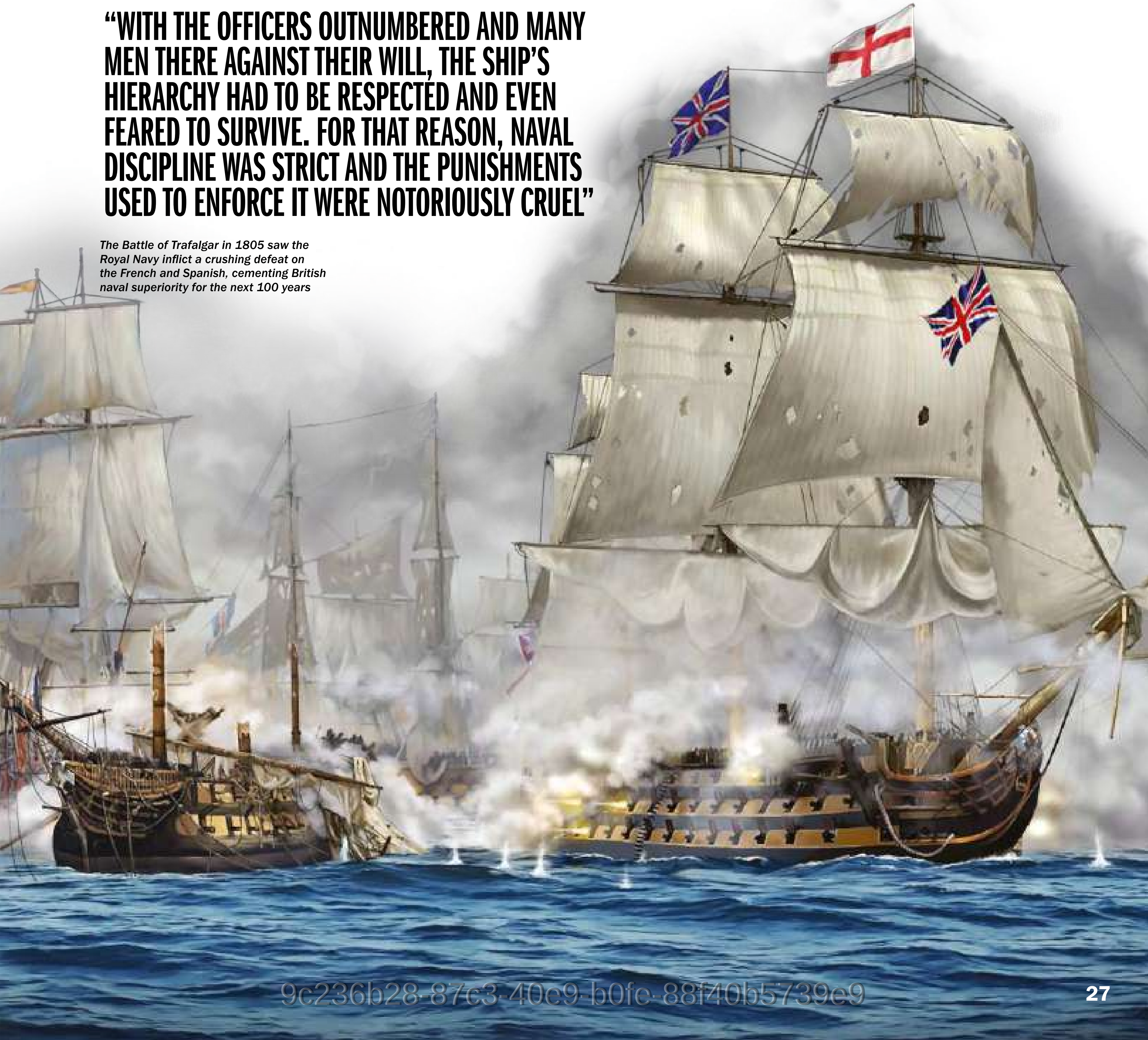
Unless a ship ran into the enemy or a storm, the ship's routine would be organised around daily duties. Decks would need scrubbing to maintain hygiene. Sails would need raising, trimming or taking in. There would also be repairs to do, regular gunnery drills to practise and meals to prepare. Each ship also contained a contingent of armed marines, who were there to maintain order as well as fight in battle.

Samuel Leech, a seaman of the time, captured this wooden world succinctly in his memoir when he wrote: "A vessel of war contains a little community of human beings isolated from the rest of mankind. This community is governed by laws peculiar to itself. For every task has its man and each man his place. The ship contains a set of man machinery all moving with wonderful regularity and precision to the will of its machinist, the all-powerful captain."

Discipline and punishment

Each man may have had his place on a ship, but for that ship to operate effectively, every man also had to know his place. With the

"WITH THE OFFICERS OUTNUMBERED AND MANY MEN THERE AGAINST THEIR WILL, THE SHIP'S HIERARCHY HAD TO BE RESPECTED AND EVEN FEARED TO SURVIVE. FOR THAT REASON, NAVAL DISCIPLINE WAS STRICT AND THE PUNISHMENTS USED TO ENFORCE IT WERE NOTORIOUSLY CRUEL"



The Battle of Trafalgar in 1805 saw the Royal Navy inflict a crushing defeat on the French and Spanish, cementing British naval superiority for the next 100 years

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The Royal Navy recruited and promoted officers on merit, and was an appealing career for ambitious, capable men such as Horatio Nelson

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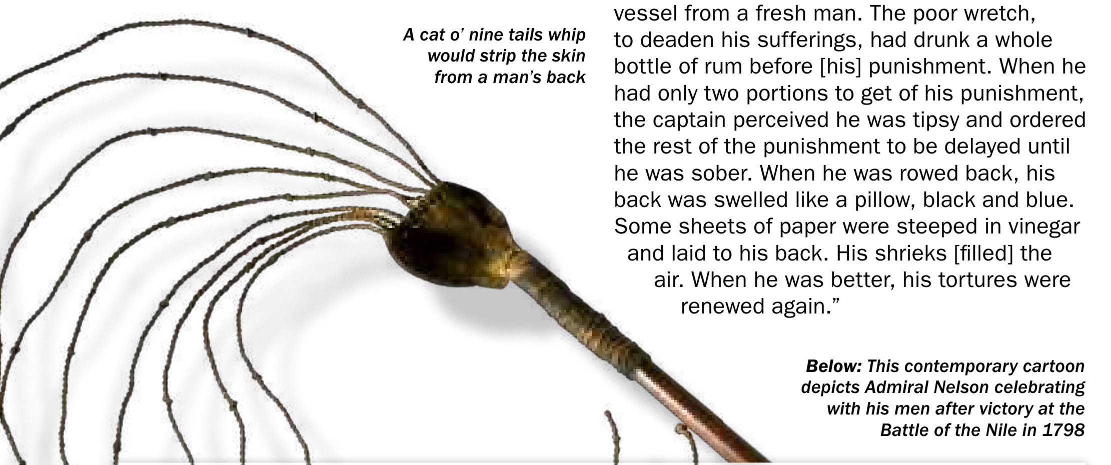
officers outnumbered and many men there against their will, the ship's hierarchy had to be respected and even feared to survive. For that reason, naval discipline was strict and the punishments used to enforce it were notoriously cruel.

The rules all sailors were obliged to live by were known as the Articles of War. This was a list of 36 laws covering every conceivable transgression from mutiny to sodomy. Minor offences were often dealt with by 'starting', a form of corporal punishment that involved hitting a man with a rattan cane or piece of rope. "Every boatswain's mate carries a rope's-end in his pocket," recalled sailor William Robinson in his memoir, "and when ordered to start a man by any of the officers… the boatswain's mate commences beating him with it. As the man will naturally endeavour to escape as many blows as possible [he] frequently gets a serious cut to the face or head. This punishment is so common, no minute is made of it even in the logbook." Despised by the men, the Admiralty eventually outlawed this practice in 1809.

For more serious offences, a sailor would be flogged with a cat o' nine tails – a rope whip with nine knotted lashes that could shred the skin on a man's back. This highly ritualised form of punishment was always carried out in front of the ship's crew with the marines watching over them as a reminder that the hierarchy had its enforcers. The captain would read out the culprit's offence before stating the number of lashes. Robinson's memoir contains an account of what would then follow: "The prisoner is made to strip to the waist, is seized by his wrists and knees and tied to a grating. From one to five dozen lashes are given according to the captain's whim and a tyrant of a captain will frequently tell the bosun's mate to lay it on harder."

A boy's cat, a lighter whip with five lashes, was used to flog child sailors. In a practice known as kissing the gunner's daughter, they would be bent over a cannon with their trousers around their ankles and thrashed on the buttocks. The most feared form of corporal punishment, though, was 'flogging round the fleet'. This involved flogging a man multiple times in front of the crews of every ship in harbour. Another sailor, John Nicol, bore witness to this particularly brutal practice: "The unfortunate sufferer was tied down on the boat and rowed from ship to ship, getting an equal number of lashes at the side of each vessel from a fresh man. The poor wretch, to deaden his sufferings, had drunk a whole bottle of rum before [his] punishment. When he had only two portions to get of his punishment, the captain perceived he was tipsy and ordered the rest of the punishment to be delayed until he was sober. When he was rowed back, his back was swelled like a pillow, black and blue. Some sheets of paper were steeped in vinegar and laid to his back. His shrieks [filled] the air. When he was better, his tortures were renewed again."



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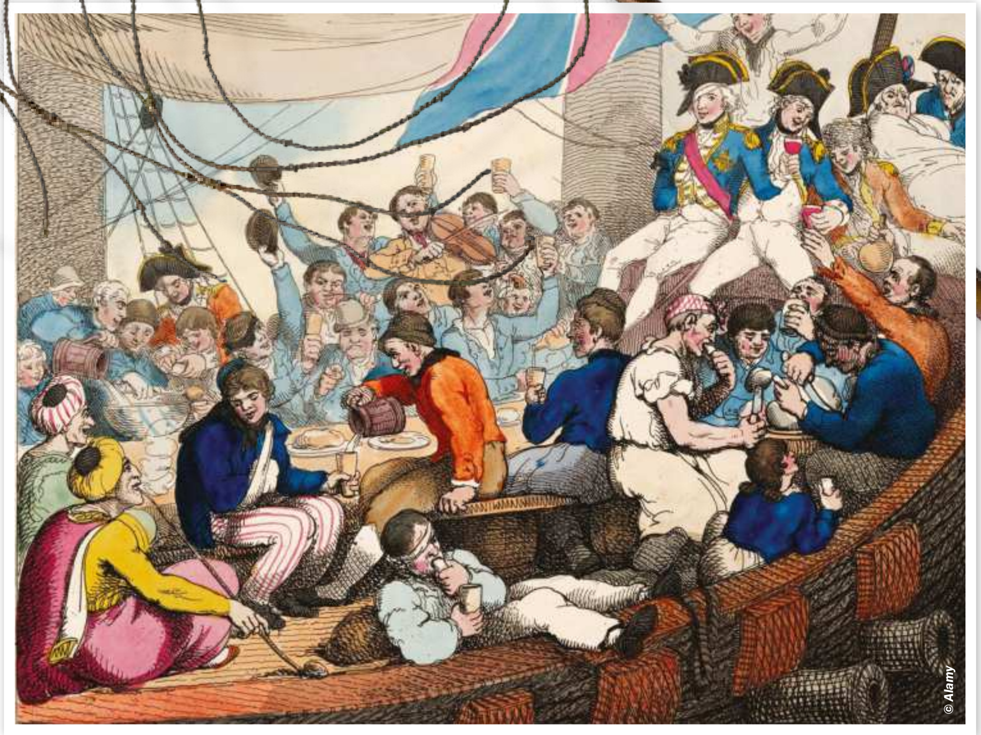
A cat o' nine tails whip would strip the skin from a man's back



***Below:** This contemporary cartoon depicts Admiral Nelson celebrating with his men after victory at the Battle of the Nile in 1798*

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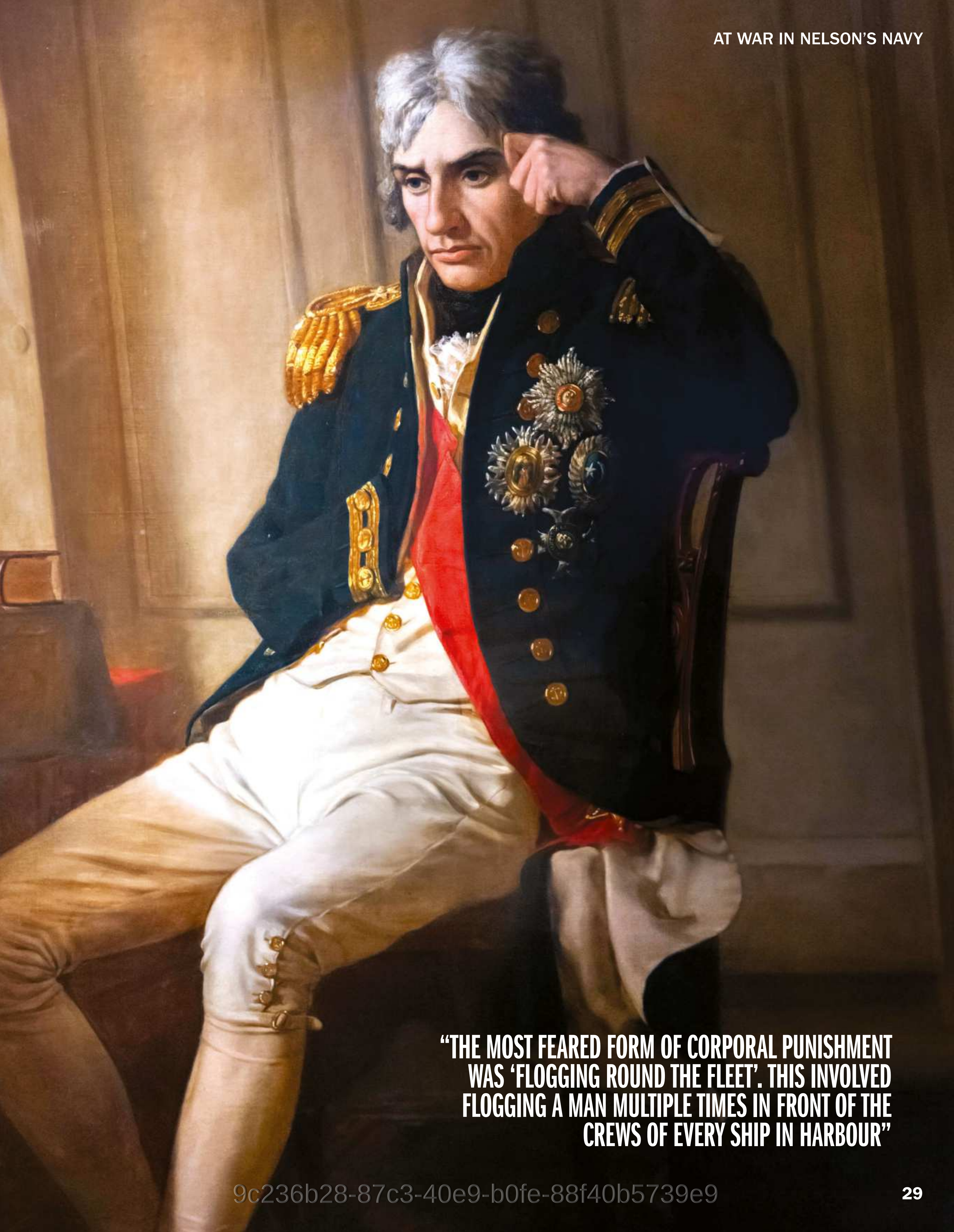
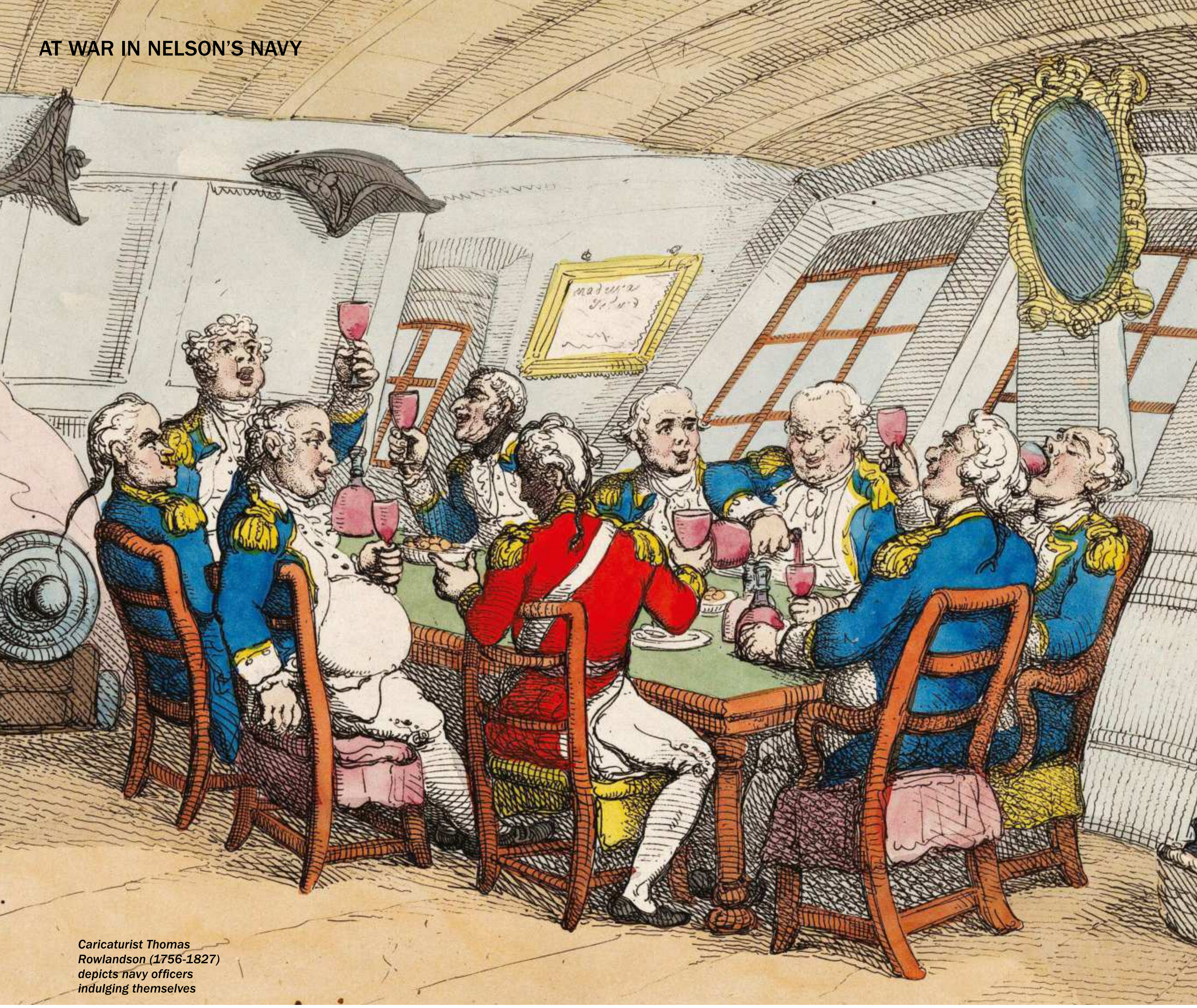


> “THE MOST FEARED FORM OF CORPORAL PUNISHMENT WAS ‘FLOGGING ROUND THE FLEET’. THIS INVOLVED FLOGGING A MAN MULTIPLE TIMES IN FRONT OF THE CREWS OF EVERY SHIP IN HARBOUR”



Caricaturist Thomas Rowlandson (1756-1827) depicts navy officers indulging themselves

Death sentences were mandatory for eight of the Articles of War but could only be issued by a court-martial, in which a defendant was able to plead his case. If he was found guilty, however, he would be executed in a chilling public ceremony. With his shipmates watching on, his wrists and ankles would be bound and a noose placed around his neck. A team of sailors would then slowly haul him up via a pulley until he was hanging from the yardarm.

Glory on the waves

For all but the wealthiest, life in Georgian Britain was grim. Food scarcity, disease and poverty were rife and most people died before their mid-40s. Life in the Royal Navy was undoubtedly tough, but for many thousands it offered escape from an even more miserable existence on land.

With their suntans, earrings, tattoos and distinctive dress, the Jack Tars (so-called because their clothes were often waterproofed with tar) must have seemed exotic and exciting to many landlubbers. Even their physiques would have been different, and not just because of the physical nature of their work.

The Admiralty knew that a well-fed crew wasn't just a happy crew, it was an effective one, too. "A sailor's diet consisted of up to 5,000 calories a day," says Ball. "They would have salt beef, pork or fish, peas, hard-tack biscuits, as well as cheese or butter. They would also have fresh fruit rich in vitamin C to combat scurvy."

It was far more food than most could hope for on land, while alcohol also played a significant role in keeping crews happy. Water could become contaminated when stored in barrels for long periods, so beer was the sailor's staple drink at sea. "They drank eight pints of it a day," says Ball. "They'd also have wine while on foreign stations." On top of that, there was also the grog ration. Issued twice a day, it consisted of one part rum to four parts water and was often hoarded by sailors for boozy blowouts with their shipmates.

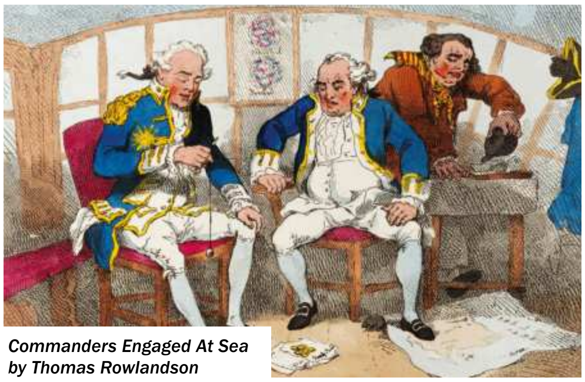
Along with the guarantee of a full belly, sailors could also expect a regular income. "The pay was relatively good by the standards of the day," says Ball. "In the mid 18th century an able seaman received about £14 a year, after deductions. This was over three times that of a farmworker." The Admiralty also looked after sailors' long-term welfare through injury insurance and a pension fund. "These might not seem unusual employment conditions today," explains Ball, "but at the time they were centuries ahead of anything those working ashore could expect."

Of all the incentives the navy offered, however, the prize system was arguably the biggest. One of the navy's key tasks was blockading France. That made any ship sailing under enemy colours, including merchant ships, fair game. Once captured the ship and its cargo would be sold and the bounty or prize money split among the crew according to seniority. The ship's captain would receive two eighths of the

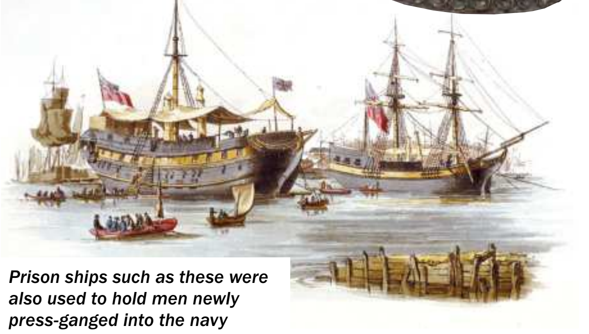
Admiral Nelson's dining cabin onboard HMS Victory, at Portsmouth Historic Dockyard

Right: A leather fire bucket from HMS Victory

All images © Alamy



Commanders Engaged At Sea by Thomas Rowlandson



Prison ships such as these were also used to hold men newly press-ganged into the navy

bounty, a further four eighths would be divided between the ship's various officers, while the final two would be split between the remainder of the crew. These spoils of war could be considerable and even life-changing. According to historian NAM Rodger, the capture of the Spanish frigates Thetis and Santa Brigada in October 1799 saw £652,000 split among the crews of four British ships. Each seaman received more than £182 while their captains scooped over £40,000 each – the equivalent of £5 million apiece in today's money.

Officers: the upper crust

For the low-born but ambitious, the Royal Navy and its prize system offered the real possibility of social advancement. Unlike the army, which was largely run by aristocrats who bought their commissions, the navy mostly recruited and promoted its officers on merit. It was an appealing option for a capable man seeking his fortune and it attracted many daring and brilliant men – men like Horatio Nelson, who was perhaps the embodiment of these gentleman pirates who served the crown.

The sixth son of a provincial clergyman, Nelson had gone to sea at the age of 12, was a captain by his early 20s, a household name by his 30s and a peer of the realm by his early 40s. Steeped in navy tradition and highly disciplined, he nevertheless frequently broke the rules and took outrageous personal risks that cost him an eye, an arm and ultimately his life. Today he is considered Britain's greatest-ever sailor and is a revered national icon. His effigy stands watch on a column high above the country's capital, while the blood-stained uniform he was wearing when he was killed at the Battle of Trafalgar is preserved for posterity, much like a saintly relic. The uniform, however, bears a secret that reveals Nelson was as much driven by profit as patriotic duty.

According to the National Maritime Museum, where the uniform is displayed, the blood on it isn't Nelson's. It belongs to a man called John Scott who was sliced in two by a cannonball. Not long after, when Nelson was shot, he fell into Scott's blood which covered the quarterdeck. Scott may be somewhat lost to history but Nelson had him next to him that day for a good reason: Scott was his prize agent, the man whose job it would have been to secure Nelson's share of the loot once the battle had been won.

ADDITIONAL RESOURCES

- To discover more about Britain's maritime history visit **thedockyard.co.uk**
- For a unique insight into Nelson's life read *Nelson: The New Letters*, The Boydell Press, 2007
- For a contemporary critique of life in the Royal Navy see *An Essay on Navy Discipline* by Lieutenant Thomas Hodgkin, RN, from 1813

RUSSIA
REVOLUTION AND CIVIL WAR

INTERVIEW WITH SIR ANTONY BEEVOR

The leading historian spoke with Anthony Tucker-Jones about the Russian Revolution and Civil War, and how the brutal upheaval still shapes the world today

WORDS **ANTHONY TUCKER-JONES**

Antony Beevor is one of the UK's leading military historians. His reputation for meticulous research and gripping narrative was firmly sealed with his hugely successful book *Stalingrad*. Although he largely specialises in the Second World War, he has now turned his expert eye on the Russian Revolution and Civil War in his new book *Russia: Revolution and Civil War 1917-1921*. As he explains, having tackled the complexities of the civil war in Spain he felt ready to take on the widespread conflict that brought down the Russian Empire and gave rise to the Soviet Union.

Antony explains how a combination of the horrors of WWI and Tsarist tyranny created the conditions for a perfect storm, one that Winston Churchill naively sought to head off. He takes the reader right across Russia, from the troubled streets of Petrograd where it all started to the streets of Vladivostok where it ended. All the key characters such as Vladimir Lenin, Leon Trotsky, Alexander Kerensky, Alexander Kolchak and Churchill are woven into the unfolding tale of woe that tore apart the fabric of Russian society. However, he never forgets the ordinary people caught up in the unrelenting fighting and the terrible atrocities committed by both the Reds and the Whites.

The way you describe the battles and campaigns, with plodding infantry and charging cavalry, the Russian Revolution and Civil War almost harkens back to Napoleonic times. Is that a fair assessment?

Yes, simply because the land mass was so huge – that's why cavalry became relevant again, having become completely redundant on the Western Front. Though don't forget that in Palestine with General Allenby cavalry was still extremely important there, with the yeomanry regiments and all the rest of it. My uncle took part in the last cavalry charge when the Sherwood Rangers attacked Turkish machine guns.

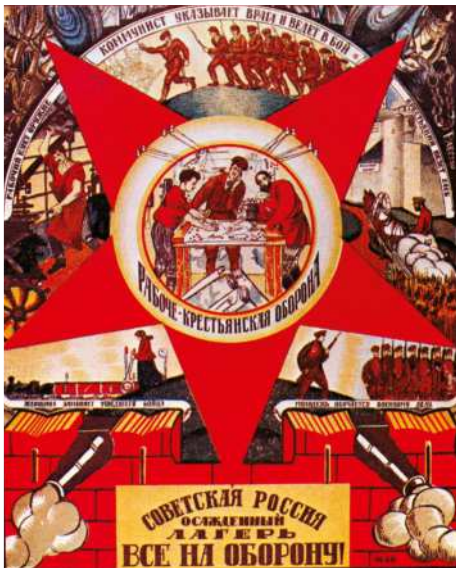
In Russia it was basically a cavalry or train war because of the size of the land mass. Infantry was much more there to hold the ground, as infantry does and should do. When you think of the distances covered, the retreat of Admiral Kolchak's White forces having advanced almost to the Volga and then having to march all the way back to Irkutsk and Lake Baikal, before the final collapse, is staggering. I think of the Soviet-German war and the Red Army soldiers involved in the retreat of 1941 – by the time they got to Berlin in 1945 many of them had walked well over 10,000km, some of them even maybe 15,000km. It's almost unthinkable in western European terms.

It was also a time of great innovation, both tactically and strategically to a certain degree on the Western Front, but apart from artillery there were few similarities. The trouble with artillery was the shipping of ammunition: if you were away from a railway the fact they didn't have the proper limbers or anything like that [was a problem]. As for the Royal Navy on the Caspian Sea they could only allocate four shells per camel for ammunition supply. Obviously logistics was a very important part, but the effect this had with the vast distances was that sometimes, [after] very rapid advances and then arriving at the cumulative point, they suddenly realised they had lost momentum and lost the initiative. Then there were rather dramatic retreats.

You make the point that the Bolsheviks greatly benefited from shorter internal lines of communication and centralisation of command. Was there ever a window of opportunity for the Whites to win?

The Whites simply did not have the logistics and above all the support of the peasants to maintain their advances. The uprisings in their rear, particularly in the case of October 1919, split the White armies in their line of retreat. This did save the Crimea and extended the war into the next year, but it did little more than that. I don't think there was ever a chance of the Whites winning, partly because there wasn't a unity of command. General Yudenich might have got to the edge of Petrograd, that was enough to cause huge panic in the Kremlin and Lenin almost expected the loss of the city on a daily basis.

Below: *This 1919 poster, from the collection of the Russian State Library in Moscow, declares: "Soviet Russia is under siege. Everyone to the defence!"*


КОММУНИСТ УКАЗЫВАЕТ ВРАГА И ВЕДЕТ В БОЙ
РАБОЧИЙ КУЕТ ОРУЖИЕ
РАБОЧЕ-КРЕСТЬЯНСКАЯ ОБОРОНА
СОВЕТСКАЯ РОССИЯ
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ЛАГЕРЬ
ВСЕ НА ОБОРОНУ!

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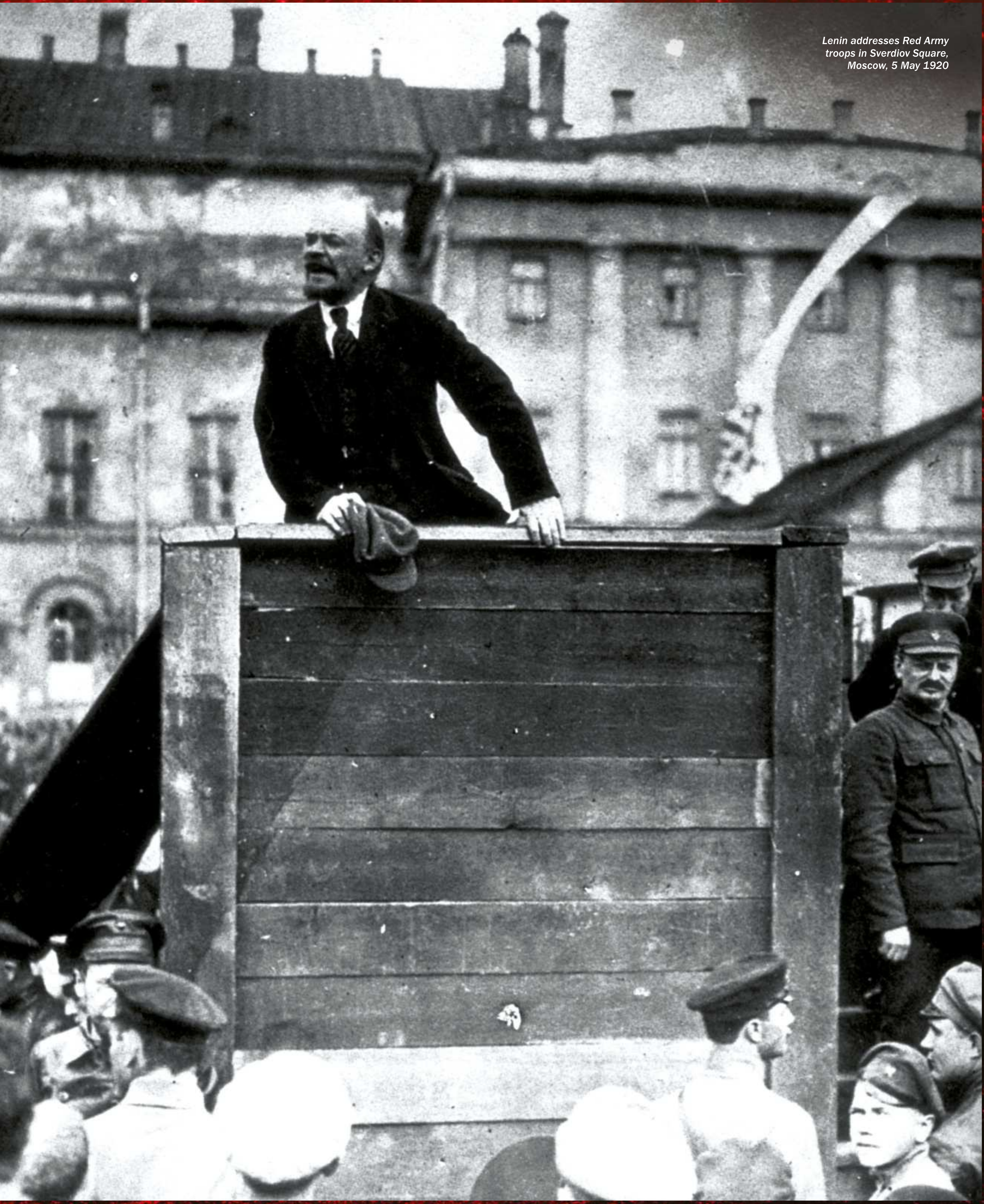
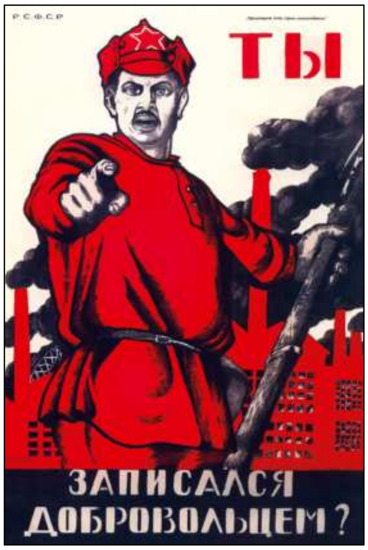
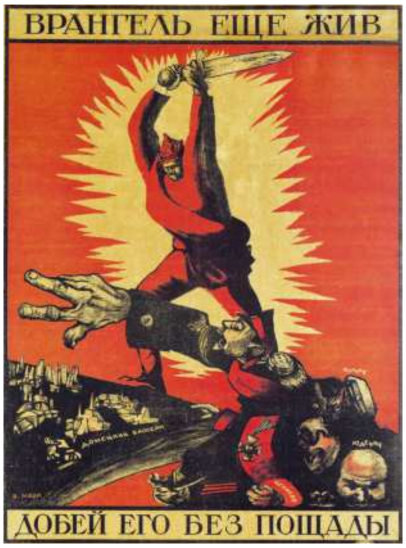
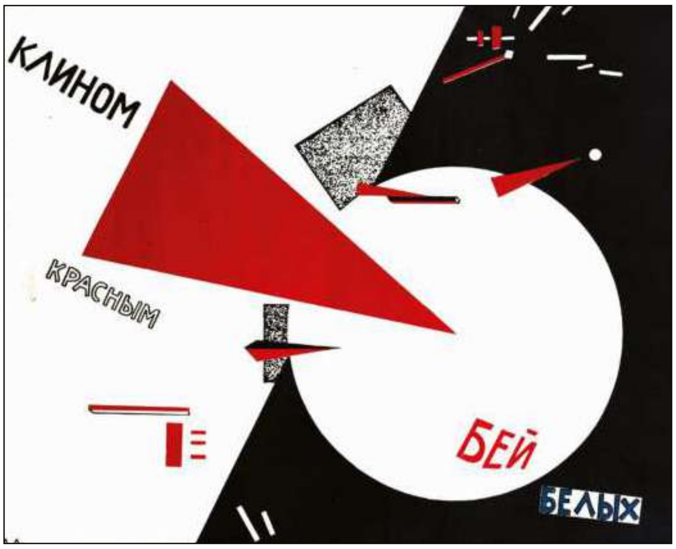


Lenin addresses Red Army troops in Sverdiov Square, Moscow, 5 May 1920







***Above, left:** This Soviet poster from 1920 asks: "Have you volunteered for the Red Army?"*

***Above, middle:** "Wrangel is still alive. Finish him off without mercy!" (1920)*

***Above, right:** "Beat the Whites with the Red Wedge" (1919)*

***Left:** An armed group of Red Guards masses in the street near the Bolshevik headquarters in Petrograd during the Russian Civil War*

There's a great debate still going on about if General Denikin had attacked earlier and not taken part in the second Kuban campaign and gone for the Volga and Samara then he might have met up with Kolchak's forces. Even if they had met up I don't think that would have made a great difference. General Wrangel, of course, used it in his exaggerated criticism of Denikin as the reason for losing that one potential opportunity the Whites had of winning.

Admiral Kolchak is a fascinating character. Was he ever really a viable leader for the White Russians? Do you think Winston Churchill's faith in him was misplaced?

You're quite right, he is a fascinating character. It's astonishing that the only time he managed to keep his temper and speak in a rational way was when he was on trial for his life; up until then he could barely talk without losing his temper. This made it an absolute nightmare for those around him. He was also a poor judge of character: to have appointed the ghastly General Sakharov as commander in chief was a ludicrous idea.

The Whites didn't really have any other outstanding figures at that particular time. Kolchak had a reputation for bravery and for his Arctic explorations, but putting an admiral in charge of armies when he had no idea of any form of basic infantry or cavalry operations was not a clever idea. I think that he was a disaster. When on the whole you look at the White forces in southern Russia there were two good generals, both different in their ways and total opposites. General Denikin was more of a plodder but reliable, and General Wrangel was a ruthless and brilliant cavalry commander. Whether the latter could have changed the fortunes of the Whites is another 'what if?' question. I'm not sure his strategy was any better than Denikin's.

Was Kolchak over-reliant on the military backing of the formidable Czech Legion?

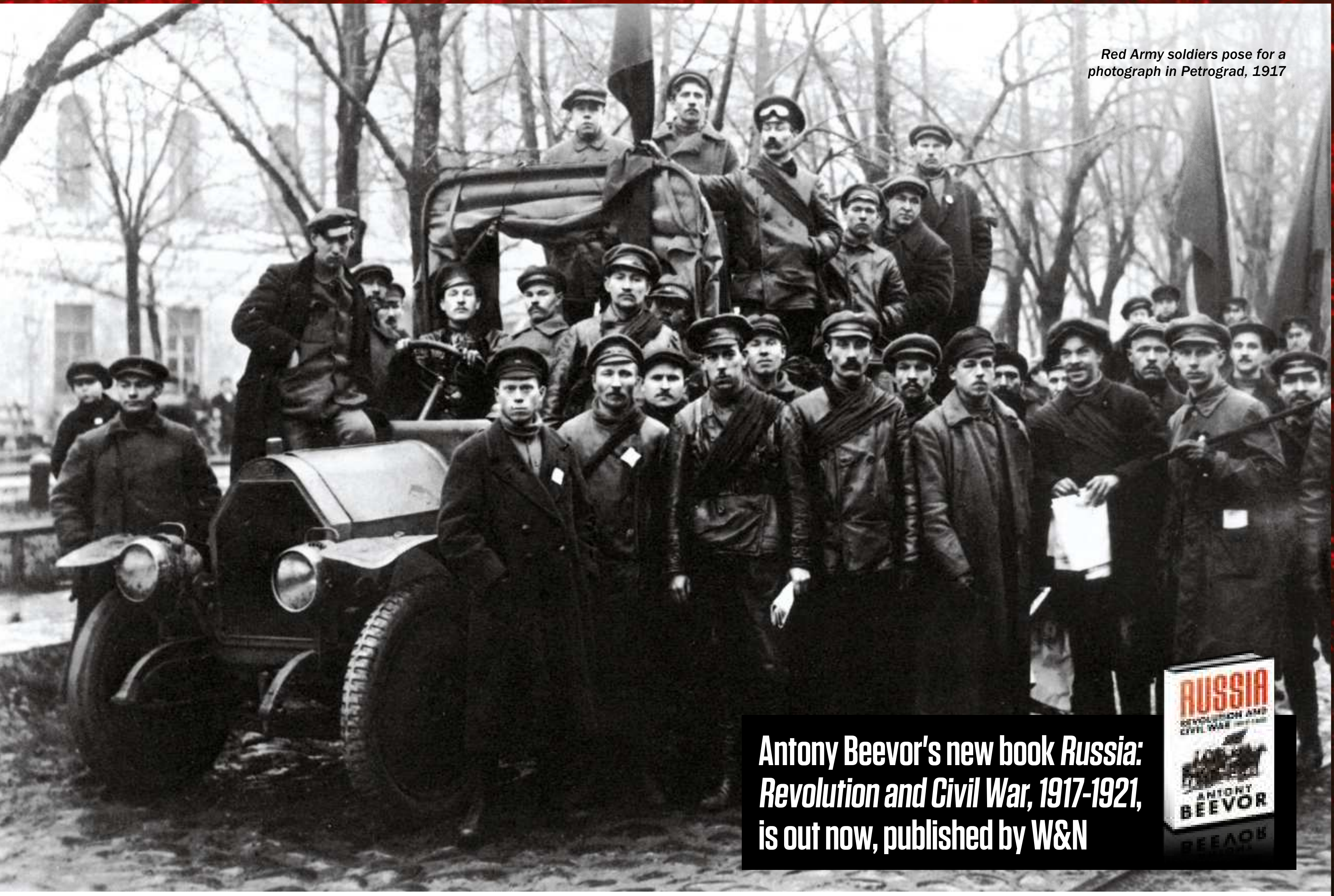
Yes, there would have been no war in Siberia without them. The presence of Czech troops transformed the whole situation. It was the blind arrogance of Bolshevik leader Trotsky that triggered the revolt by the Czech Legion who opened up the region, then the White forces were able to come together. Siberia for the Reds became the major theatre of war. The defeat of Kolchak's forces first was strategically far-sighted by the Bolsheviks.

What comes across in your book is the Russian Civil War was also a series of wars of independence and civil wars within civil wars. The countries that broke away were lucky considering all the competing forces…

Yes, the likes of Finland, Poland and the Baltic states became independent. It is hardly surprising that Stalin, after the humiliation in the Russian-Polish War, hated the Poles. It therefore came as no surprise that he was tempted by the Nazi-Soviet pact in 1939 to secure that area and to extend Belarus and Ukraine westwards. This is where it is terribly important, and it hit me while writing the book, that it is essential to link the chain of events in Russia from the Revolution all of the way through to the Second World War and of course all of the way to events in Ukraine today.

The level of British support for the Whites in terms of weapons and training was surprisingly considerable and widespread. Were you aware of this before you wrote the book?

The extent of British support was entirely due to Winston Churchill, who was Secretary of State for War. Both Prime Minister Lloyd George and Foreign Secretary Lord Curzon didn't trust Churchill, who was lying to the House of Commons on a frequent basis about how far Britain was involved. Ever since January 1919 and the failure of President Woodrow Wilson's idea for a Russian peace conference it was obvious that Churchill would grab at every opportunity he could to destroy Bolshevism. But there were limits to what he could do. Britain was faced by mutinies and riots by troops who after the First World War wanted to go home. Churchill feared revolution might be bubbling in the UK.



Red Army soldiers pose for a photograph in Petrograd, 1917

Antony Beevor's new book *Russia: Revolution and Civil War, 1917-1921*, is out now, published by W&N

Your description of the fall of the Whites' last stronghold in the Crimea is terrifying and heartbreaking. Do you feel they were abandoned to their fate by America, Britain and France? Or were they the architects of their own destruction?

They were the architects of their own destruction; also it depends on what you mean by abandoned. Lloyd George was never prepared to commit Britain to war in Russia. Wrangel claimed he was able to evacuate everybody but the massacres carried out afterwards show that there were huge numbers who didn't get away. The British provided ships for the evacuation but you have to remember that they were at a premium after the First World War – to bring troops home and maintain garrisons in far-flung places. The Royal Navy did what it could and the Americans did leap into action. The French of course had a very demoralising time in Russia as I describe, and felt deeply humiliated so their effort was pretty token.

The Russian Revolution created a perfect storm of competing interests. Do you feel it could have been avoided? And was there ever a chance of a peaceful transition of power?

I don't think there was a real chance considering Russia's tiny minority of true democrats who actually believed in democracy and a pluralist system. They stood no chance against the manipulation of the masses – both proletarian and peasant – by the Bolsheviks, who were very clever and very single-minded.

I think that no country has been more a prisoner of its past than Russia with the years of Tsarist autocracy. At the beginning it looked like there was a possibility for tremendous optimism that there could be some form of transition to a democratic government, [but] even among many of the landowners and the more liberal-minded aristocracy there was a real problem.

As I try to cover in the chapter *The Pregnant Widow*, the impatience created by revolution inevitably made it very difficult for a sufficiently rapid agreement on a constituent assembly, and as soon as the provisional government tried to tackle the subject they had levers without the power. None of the levers were connected to power because of the collapse of the Tsarist system and the police.

As a result, frustrations built up very, very quickly and so did expectations, encouraged by the Bolsheviks with their three major promises, which were all totally false. They were promising the soldiers peace when in fact they wanted to turn the imperialist war into a civil war; they were promising the land to the peasants, which they pinched from the left revolutionaries and that of course was never going to be the case, they wanted the collective farms in the future; and the factories to the workers who were the soviets, but they never intended to let them have any say in the matter.

Making coherent sense of the immense complexities of the revolution and civil war must have been a real challenge…

After my book on the Spanish Civil War I learnt the problems of geographical fragmentation, and of course the fragmentation in Russia was even greater so I think it is all the more reason to follow a very clear chronological pattern because otherwise if you start jumping back and forwards you really lose the reader. Funnily enough, I first wanted to write this book covering all of the civil wars in Europe years ago. I finally tackled it at a point where I could cope far better with these sorts of complexities, and the Spanish Civil War book helped me tremendously in assessing the material and clarifying it and also in dealing with that sort of geographical fragmentation and chronology.

What lessons would you hope readers take away from this book?

I would hope one of the key things would be don't get involved in foreign civil wars because you will never be thanked, not even by the side that wins. No country ever loves its liberator. Also remember Bismarck's great dictum: don't invade Russia!

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WINSTON
BEFORE THE WAR

Before leading Britain through the Second World War as Prime Minister, Churchill was a soldier, journalist and a seasoned member of parliament

WORDS **TIMOTHY WILLIAMSON**

Winston Churchill was one of the most iconic and important statesmen of the 20th century. He is most famous for leading Britain through the Second World War, after he became prime minister in 1940. His speeches in parliament and elsewhere during the war became symbolic of the resistance against Nazi Germany and its allies.

A resolute supporter of the British Empire, Churchill worked to protect his nation's status as a world power, alongside the USA and Soviet Union. He was highly influential in the post-war settlement after the defeat of the Axis powers and was also instrumental in the creation of what would become the United Nations, in 1945.

Prior to these unparalleled accomplishments, Churchill had also been a soldier, writer and journalist, only entering politics at the turn of the 20th century, emulating his father's career as a member of the Conservative Party. After navigating a path through the often cutthroat world of politics, he served in several top government positions, and during the First World War was the First Lord of the Admiralty. During these pre-PM years, Churchill played a key part in several major events in British history, from women's suffrage protests to the Irish War of Independence.

Childhood and education

Churchill was born at Blenheim Palace, his family's grand home in Oxfordshire, on 30 November 1874. The Churchills were aristocratic, embedded in Britain's upper class, and well connected politically. Winston's grandfather, John Winston Spencer-Churchill, was the 7th Duke of Marlborough and served as the Lord Lieutenant of Ireland. In his autobiography, Churchill fondly recalled his family's time in Ireland, which he claimed were some of his earliest memories. The family moved back to England shortly after the birth of their second child and Winston's younger brother, Jack.

At boarding school, the young Churchill was reportedly rebellious, and a relatively low academic achiever, being graded the lowest in several of his classes. He often got into fights and squabbles with classmates and even teachers. With no firm academic prospects, his father ordered the young boy to apply to Sandhurst, Britain's prestigious military academy. He passed the entry exam on his third attempt – much to his father's anger – and joined the academy as an infantry cadet in 1893.

A more military-focused education suited Churchill better, and he engaged in studying tactics as well as practising horse riding, map reading, fencing and marksmanship. Under two years later he completed his training and was commissioned as an officer in the 4th Queen's Own Hussars in 1895. Now a soldier, the young Churchill spent a long time garrisoned in India with his regiment.

> **"ON THE NIGHT OF 12 DECEMBER, CHURCHILL SCALED THE PRISON FENCE UNSEEN AND DISAPPEARED INTO THE DARKNESS. HIS SUCCESSFUL 480KM TREK THROUGH ENEMY TERRITORY MADE HIM A HERO WHEN HE RETURNED TO BRITAIN"**

However, far from taking to the officer's lifestyle, he soon became bored of life in the garrison, and set on following his father's footsteps into politics. Devoid of the university education common with, and even expected from, a member of parliament, he embarked on a monumental programme of self-taught study. Thousands of miles from England, Churchill read pages of parliamentary debates, and pored over tomes by philosophers, economists and politicians.

Manoeuvre into politics

By 1899 Churchill was ready to step onto the political battlefield and he resigned his commission in the army. His timing could not have been worse, as that autumn a second war with the Boers in southern Africa presented too much temptation for another chance at a spot of glory. Not long after he arrived in the warzone, Churchill was caught in a Boer ambush while travelling on an armoured train with British troops.

Though he reportedly took command of the situation and attempted to rally a defence of the stricken train, in the end he and several soldiers were captured. Churchill and his fellow prisoners of war were held in Pretoria, but an escape plan was soon hatched. On the night of 12 December, Churchill scaled the prison fence unseen and disappeared into the darkness. His successful 480km trek through enemy territory made him a hero when he returned to Britain. Largely due to the swell of fame and popularity for outwitting his captors, Churchill won the seat for Oldham in the 1900 General Election.

His early years as a sitting member of parliament were not without event, but he did

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A portrait of Winston Churchill at the age of 25, in 1899

Churchill pictured in 1915, when he was First Lord of the Admiralty, walking with fellow Liberal politician Lloyd George

not captivate crowds with the kinds of rousing speeches for which he would later become iconic. For a long time he occupied the position of a fringe backbencher, often heckling or arguing against his own party on issues ranging from peace deals with the Boers in Africa to reform of the armed forces. In 1904 he even went so far as to switch political parties, joining the opposing Liberal Party, as part of a co-ordinated attack on prime minister Arthur Balfour's government.

It was while a member of the Liberal Party that Churchill got his first taste of political power. When the Liberals won the 1906 General Election, Churchill was invited to become under-secretary at the Colonial Office, a now defunct department that dealt with Britain's then still global empire. Two years later he was appointed as President of the Board of Trade, in HH Asquith's government. As his career progressed, resentment for his perceived betrayal grew among his former friends in the Conservative Party.

Rise to Home Secretary

After the 1910 General Election, Churchill was made Home Secretary – one of the most important positions in the government, responsible for matters closer to home. This role attracted more attention from women's suffrage groups, with which he had already clashed. Though he had expressed some support for women's votes, he had also publicly asserted he would not be 'henpecked' into making a firm decision on the issue.

On 18 November, 1910, around 300 protestors from the Women's Social and Political Union (WSPU) marched on parliament, and were violently attacked by police. Several women were injured and others even alleged being sexually assaulted during the aggressive breakup of the protestors. As Home Secretary, Churchill was criticised for the way the protest was handled by the police, and the event became known as 'Black Friday'. Though he ordered all 119 women that had been arrested on the day to be released, he also refused to investigate the conduct of the police in the clashes.

As Home Secretary, Churchill also was responsible for the police response to large industry strikes. November 1910 saw another test for him, when a large miners' strike began in the Rhondda Valley, South Wales. After nights of rioting and looting in Tonypandy town centre, the local authorities called for the Home Office to help prevent further damage to property. Churchill responded by sending more police support, but also troops. What transpired again threw the Liberal Home Secretary into controversy, as critics accused him of betraying the working-class miners by deploying troops onto the streets, while others claimed the presence of the soldiers prevented further violence.

January 1911 saw yet another challenge for Churchill – this time closer to home. On 2-3 January a small gang of Latvian anarchist jewellery thieves barricaded themselves in a house in Sidney Street, East London, and fired on police. Though accounts differ on his involvement in handling events on the ground, Churchill was photographed at the scene, looking on as the police dealt with the besieged gang. When the house the anarchists were holed up in caught fire, reports claim Churchill ordered it to be left to burn down.

Ireland and WWI

1912 saw the issue of Irish Home Rule escalate, and Churchill was once again an influential figure in the debates. At the time Ireland was still politically joined to Great Britain and was governed by the Westminster Parliament. The Home Rule movement argued for the creation of an independent Irish parliament to govern the country, breaking Ireland away from governance from the British

Below: *Pictured alongside his fellow prisoners of war, Churchill can be seen here on the right after being captured by Boer troops in 1899*

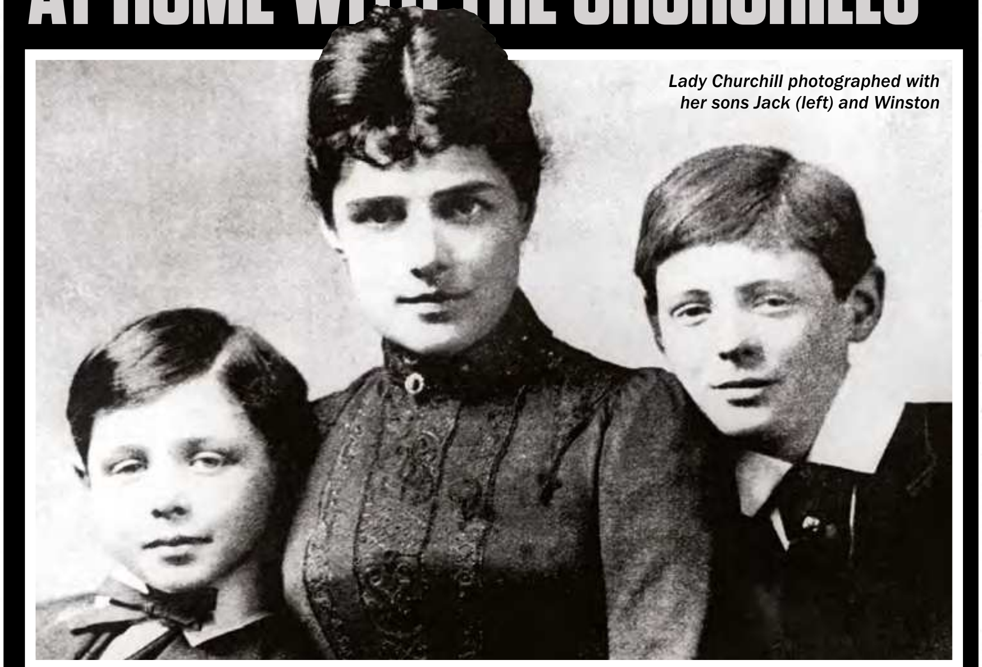
Below: *A young Churchill in the uniform of the 4th Queen's Own Hussars, when he entered the regiment, aged 19*

Parliament. With his family's history with Ireland well known by allies and opponents alike, Churchill found himself in opposition to the position his late father had taken, siding with his party's policy of favouring Home Rule. This also placed him in opposition to Ulster Unionist groups, some of whom threatened violence if Home Rule were to be made law. Such was the danger posed by Unionist groups that when Churchill travelled to give a speech at Ulster Hall, Belfast, the venue had to be hastily changed for fear of his safety.

No matter how ominous this threat of conflict at home seemed, by the mid-1910s a greater crisis was building in Europe. Now the First Lord of the Admiralty, Churchill was the political head of the British Empire's greatest military asset: the Royal Navy. He instigated a series of reforms, replacing old sea lords with younger more modern-minded replacements, and championing the construction of larger, more powerful battleships for the fleet.

At the outbreak of the First World War Churchill was among those arguing for Britain to enter the fray, and he took an active role in organising Britain's naval response. He even mobilised the navy on a combat footing before Britain officially declared war. His military background and love of strategy compelled

AT HOME WITH THE CHURCHILLS



Lady Churchill photographed with her sons Jack (left) and Winston

Churchill's father, Lord Randolph Churchill, was the member of parliament for Woodstock and at one time had a promising political career. He served as the Secretary of State for India, Chancellor of the Exchequer and the Leader of the House of Commons. In 1886, he resigned from his position after a number of ill-judged political manoeuvres within the Conservative Party saw him ostracised. A heavy drinker and smoker, Randolph also reportedly had multiple love affairs, leaving little time to devote to his children. He died aged only 45, of multiple conditions including complications from syphilis, according to many historians. His premature death had a profound effect on his family, including his eldest son Winston. Jeanette (or Jennie) Jerome, Churchill's mother, was a dazzling American socialite from New York City. When not carrying on with her own extra-marital rendezvous, she was supportive of her husband's political career, and easily fell in with London's rich and powerful as she had done across the Atlantic. Like her husband, her own interests left little time for the young Winston, who was instead raised by a diligent and affectionate nanny, Elizabeth Everest. Nicknamed 'Woom', Everest raised Winston and his younger brother, until the pair were packed off to boarding school, as was the norm at the time for the children of very wealthy or otherwise occupied parents.

During the Siege of Sidney Street, London, in 1911, Churchill was photographed at the scene among police officers

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him to be involved at even very minute levels of command, including the defence of Antwerp from the advancing German army in 1914.

However, his hands-on approach to his role as First Lord of the Admiralty proved to be his undoing. Churchill's enthusiastic role in planning and promoting the disastrous Gallipoli Campaign could not be overlooked. The attack on Gallipoli was an attempt to seize the Dardanelles strait, the narrow channel of water linking Istanbul, Turkey's capital, to the Mediterranean. British, Australian and New Zealand troops did manage to land and establish a frontline against the Turks, but it soon became a hugely attritional battle, with large casualties due to the conditions as much as the enemy. By the end of the year, it was clear the campaign had failed, and Churchill was forced to resign his post in November, 1915.

Still eager as ever to be involved in the fighting, and in a bid to restore his reputation, Churchill requested to be placed in active service. He was briefly given command of the 6th battalion of the Royal Scots Fusiliers, and joined them on the frontline in 1916. However, he was soon tempted back to Westminster when the opportunity came to restore his political career. He ended the war as Minister for Munitions – not quite restored to the prestigious height from which he had fallen, but equally out of political exile.

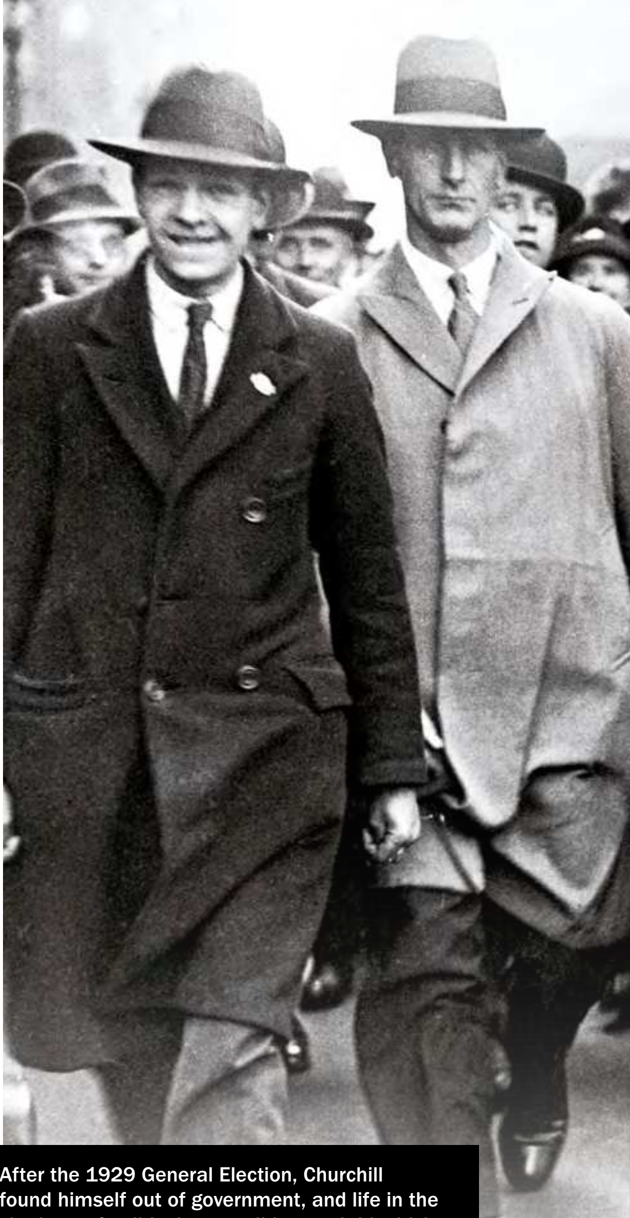
Irish War of Independence

After the end of the First World War, Churchill soon found new military projects to champion. Already a fierce opponent of communism, he argued for greater support of the White Russian cause in their fight against the Bolshevik forces during the Russian Civil War. This appeal to the dangers of Bolshevism fell mostly on deaf ears, however, as his Liberal colleagues were unwilling to leap from one major conflict into another.

Another war was nonetheless on the horizon in Ireland. Neglected during the First World War, the unresolved crisis between Irish nationalists and Unionists had grown more dangerous and by 1918 was on the brink of a civil war. The 1916 Easter Uprising had already shown that Irish republican forces were armed and more than capable of waging war against the British. The Irish War of Independence began in 1919, and now as joint Minister for War and Air, Churchill was tasked with defeating the Irish Republican Army (IRA).

To counter the guerrilla tactics and covert assassinations carried out by the IRA, Churchill ordered the creation of several paramilitary forces. Among these were the Black and Tans, a volunteer militia sent in 1920 to support the Royal Irish Constabulary. Their brutally violent methods saw ever more support for Irish Republicanism and remain a moral stain in British history. During the eventual peace talks in 1921, Churchill was appointed as the government's negotiator, opposite Michael Collins, who led the IRA's military campaign.

Though his part in the Anglo-Irish Treaty, which established the Irish Free State, was welcomed by many, Churchill was on the brink of another major setback in his political career. In 1922 he lost his parliamentary seat after



CHURCHILL'S 'WILDERNESS YEARS'

While visiting New York City on a speaking tour in 1931, Churchill was knocked down by a car, leaving him hospitalised for some time

All images © Getty

After the 1929 General Election, Churchill found himself out of government, and life in the shadows of political power did not suit his driving desire for action and leadership. This led to some referring to this period of his career as his 'Wilderness Years'. Though he remained a sitting MP and kept himself fully apprised of the political developments of the day, he also turned to his own literary projects to occupy his time.

Already the author of several works, for example chronicling the First World War in *The World Crisis*, as well as a biography of his father Randolph Churchill, he now took to writing a history of the First Duke of Marlborough. He also remained a fierce debater in parliament, and vigorously voiced his opposition to the anti-colonial Quit India Movement, and in particular criticised Indian civil rights leader Mahatma Gandhi.

Towards the middle the 1930s, as the rise of Hitler and Nazi Germany became increasingly alarming, he advocated for maintaining a strong military, in preparation for any possible conflict. Using contacts in the civil service, he was able to gather information on Germany's military rearmament. He argued strongly for Britain to increase its own military, at a time when the horrific memory of the First World War meant that most in government and the country wished to avoid more bloodshed.

Perhaps one of the most important moments in this period was Churchill's role in Britain's air defence committee, known as the Tizard Committee, which aimed to develop new technologies to help the RAF defend Britain against air attack. This would prove invaluable in the conflict to come.

Above: *Accompanied by his wife Clementine, Churchill walks to parliament to present his budget, while Chancellor of the Exchequer*

Left: *Churchill (centre) pictured in France during WWI, wearing a French army helmet*

surgery for appendicitis left him unable to take to the campaign trail. He was left, as he put it, "without an office, without a seat, without a party and without an appendix".

Return to the Conservatives

It was not until 1924 that Churchill returned to Westminster, invited to stand for the Epping seat for the Conservative Party, for whom he won a majority. He would hold this seat until the end of his career. Prime minister Stanley Baldwin appointed Churchill Chancellor of the Exchequer, and he set about creating a budget that cut public spending. Lumbered with immense financial debts built up during the First World War, Churchill even ordered spending cuts to the Admiralty.

When a general strike was announced in 1926, over the proposal to reduce miners' wages, Churchill again was accused of a heavy-handed approach in his response. With no workers to transport food and goods from London's docks, Churchill brought in soldiers to drive the trucks, delivering supplies to London's boroughs. The move was criticised by some as another show of force to intimidate the unions. Though the strike broke after only nine days, it had involved millions of people, and all but brought the country to a halt. Its repercussions were not forgotten, the Conservatives lost support in the 1929 General Election.

It would not be until 1939, when another great crisis emerged in the form of the Second World War, that Churchill would again achieve high office. Reclaiming his role as First Lord of the Admiralty, he formed part of the War Cabinet created to lead Britain's campaign against Nazi Germany. Churchill's ultimate defining moment was almost at hand. True to his life's ambitions, it was both a monumental military and political challenge, over which he was certain he was destined to triumph.

THE REAL BLINDERS
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PEAKY BLINDERS

Alexander I

NAPOLEON'S RUSSIAN NEMESIS

Moulded from early childhood to be Russia's greatest emperor, the mysterious Alexander I spent almost his entire life lurking behind a series of masks

WORDS **NICK SOLDINGER**

In 25 June 1807, a raft with a specially constructed single-storey structure on it was floated out into the middle of the Neman River near Tilsit in what is today Lithuania. It consisted of a roofed, lavishly furnished salon that was decorated with flowers and boasted two finely carved weathervanes, one in the shape of the French eagle and the other in the shape of the Russian bear. It was anchored in the middle of the river where it looked, to all intents and purposes, like a floating stage set. Fitting really, because it was here that Napoleon Bonaparte, whose carpenters had built it, was to meet with one of the great actors of the age – Emperor Alexander I of Russia.

By the time their two-hour summit was over, a peace treaty had been agreed that would bring an end to years of hostilities between Russia and France that had seen the Russian army crushed by the French and Europe transformed. Napoleon, one of the shrewdest political operators of his age, wrote of Alexander soon after this fabled encounter: "The emperor is intelligent, pleasant and well-educated. But he cannot be trusted. He is insincere, a subtle deceiver and a devious fellow." In the event, Napoleon's assessment was to prove correct. Within five years Alexander had broken the terms of the agreement and an even more costly war would break out between France and Russia – one that could only have one winner. Little did Alexander know that when he signed the treaty on that floating stage in 1807, he was setting himself up for a starring role in what would turn out to be one of history's most epic dramas.

Alexander's skill as an actor had begun in childhood – and had been born of necessity. His parents were Maria Feodorovna, the former Princess of Württemberg, and Paul Romanov, the son of the brilliant, but dominating, Catherine the Great. At birth Alexander was taken by his grandmother to be raised by her, and it was she, in fact, who'd named him. Officially she gave him the name Alexander in honour of the Russian hero Alexander Nevsky. In reality, however, she had the legendary conqueror of the ancient world Alexander the Great in mind, and set about moulding her grandson into someone who could one day rule a Russian empire as impressive as the one created by his 2,000-year-old namesake.

> **"THE DIVISIONS IN ALEXANDER'S FAMILY WERE TO PROVE DECISIVE IN FORMING HIS PERSONALITY"**

Alexander was a blond, handsome, bright boy whose childhood was nevertheless troubled by emotional strife. Although Catherine gave him all the motherly affection that she'd denied to her own son during his deeply unhappy childhood, she was driven to do so by a powerful political agenda. Russian law at that time allowed the country's monarch to name their successor and Catherine was disdainful of Paul, whose politics were reactionary and whose personality was capricious. Sensing he'd make a very poor tsar, she made it clear – in private at least – that it'd be Alexander who'd follow her onto the throne.

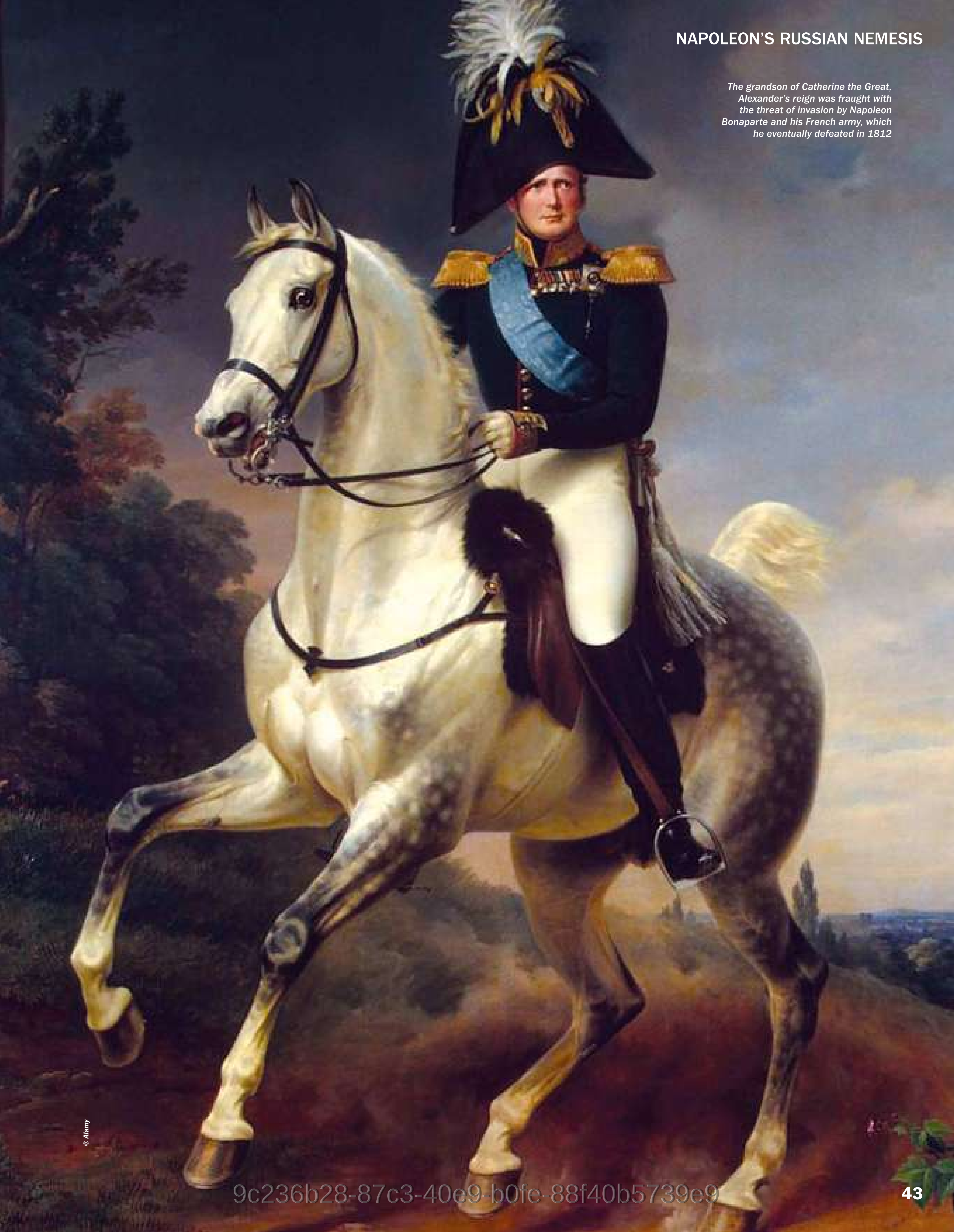
The divisions in Alexander's family were to prove decisive in forming his personality. Torn between his grandmother and his father, the boy Alexander – who was always keen to please everybody – learned early on how to say the right things in the right company, changing his views and personality depending on who he was with at the time. He soon learned to develop different masks to suit different situations.

Perhaps the only person Alexander felt he could trust growing up was his Swiss tutor Fréderic La Harpe. La Harpe was a republican handpicked by Catherine to educate the boy. She knew the teacher was no fan of monarchy, but she also knew that the Russian people were – for the time being at least – too politically unsophisticated to countenance another form of government. What she shared with La Harpe was an enlightened, humanistic vision for the future and these were values she recognised needed to be embraced by the Romanovs if their dynasty was to survive. As ever Catherine's judgement was to prove laser-accurate.

Not that Alexander's childhood or education would be permitted to last long. Catherine, clearly in a hurry and desperate for him to establish himself as a worthy successor to her, fast-tracked him into marriage. He was not yet 15 when she arranged for him to meet two sisters – German Princesses of Baden – 13-year-old Louise and 11-year-old Doretea, bluntly telling Alexander to choose one of them to marry. In the end he picked the older sister Louise, who converted to Russian Orthodoxy and took the name Elizabeth. They married in 1793 when he was 17 and she was just 14.

With each passing year, however, as more and more pressure fell upon Alexander to become Catherine's replacement, the less he wanted the job. He may have been born to kingship, but it was a prospect he detested. He dreamt of escaping such a suffocating – albeit privileged – environment, and living with his beautiful new wife by the Rhine in romantic seclusion. In a letter to a trusted friend he confessed: "I realise that I wasn't born for the title I bear now and even less for the one destined to me. I've sworn to myself to refuse it one way or another."

But refusal of position is something that – despite all their wealth and power – few individuals born to rule have ever been able to



The grandson of Catherine the Great, Alexander's reign was fraught with the threat of invasion by Napoleon Bonaparte and his French army, which he eventually defeated in 1812

© Alamy

On a mission from God

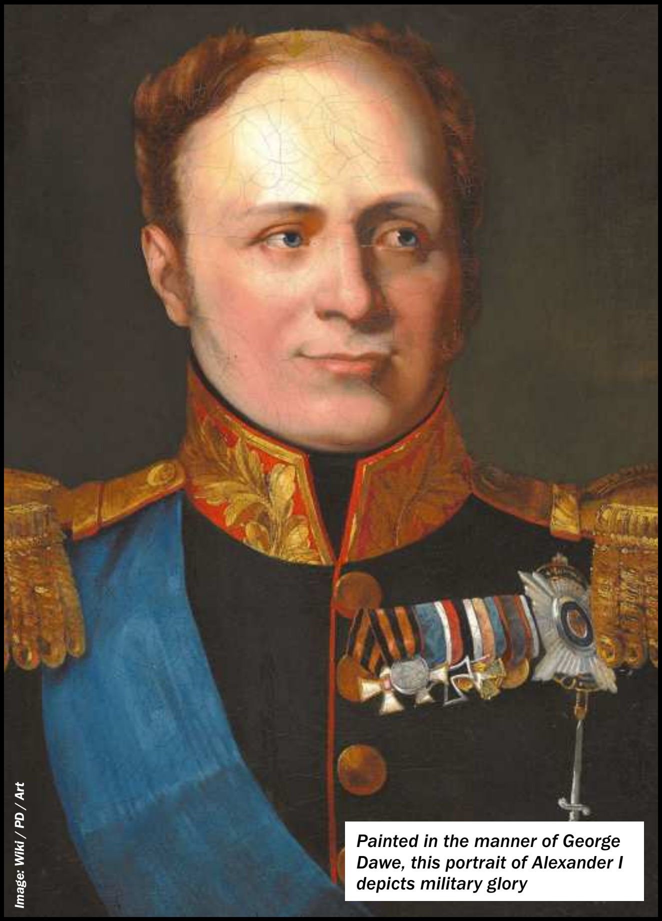
How Alexander found comfort in Christianity after the fall of Moscow, and his rapid escalation into religious zealot

As a child, Alexander was introduced to powerful progressive ideas about liberalism and the Enlightenment by his republican-minded tutor Fréderic La Harpe. La Harpe's teachings, though, focused on abstract principles typical of the time rather than the type of concrete methodology that political and social science now offers. As a result Alexander started life as an open-minded liberal reformer but ended it a religious zealot.

There are several factors that can be blamed for this: the guilt he felt over his father's murder, the responsibility he clearly took for the deaths of thousands of Russian soldiers under his command at Austerlitz and beyond, and the strain of having to go toe-to-toe with one of history's greatest heavyweights in Napoleon Bonaparte during the subsequent invasion of his country. All of these things weighed heavily on Alexander's mind.

At his very lowest point, when news of Moscow falling on 14 September 1812 reached him, he was apparently so haunted by visions of his murdered father that he declared the invasion of Russia was some sort of divine retribution for the assassination. Alexander shared this crazy notion with his close friend Prince Alexander Golitsyn, who then apparently turned to the Bible for guidance, superstitiously dropping the book so that it fell open at random. The pages which emerged held *Psalm 91*. It read: "My refuge and my fortress, my God in whom I trust."

Alexander had never shown that much interest in religion before, but so desperate was he for hope that he clung to these vague words like a drowning man holding onto a life raft. He wrote to friend shortly afterwards describing his reappraisal of Christianity: "I devoured the Bible finding its words poured into me anew. Bringing a peace to my heart that I'd never known before." From now on, he told anyone who'd listen that he was on a mission from God.



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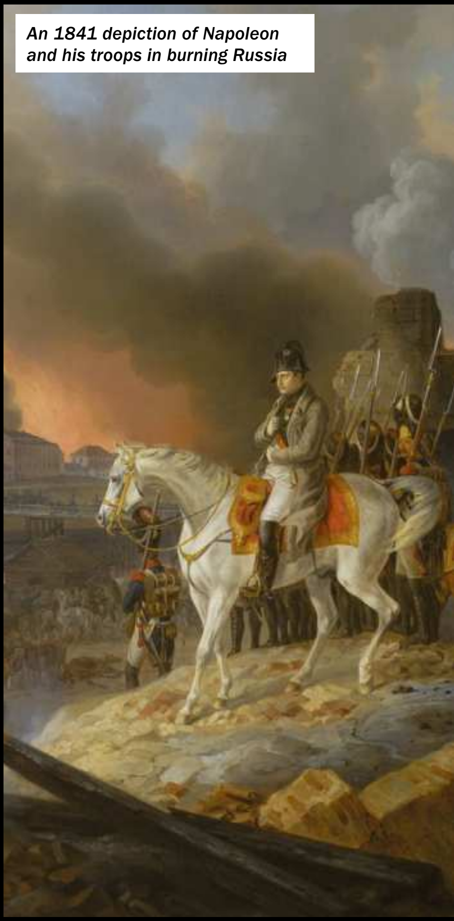
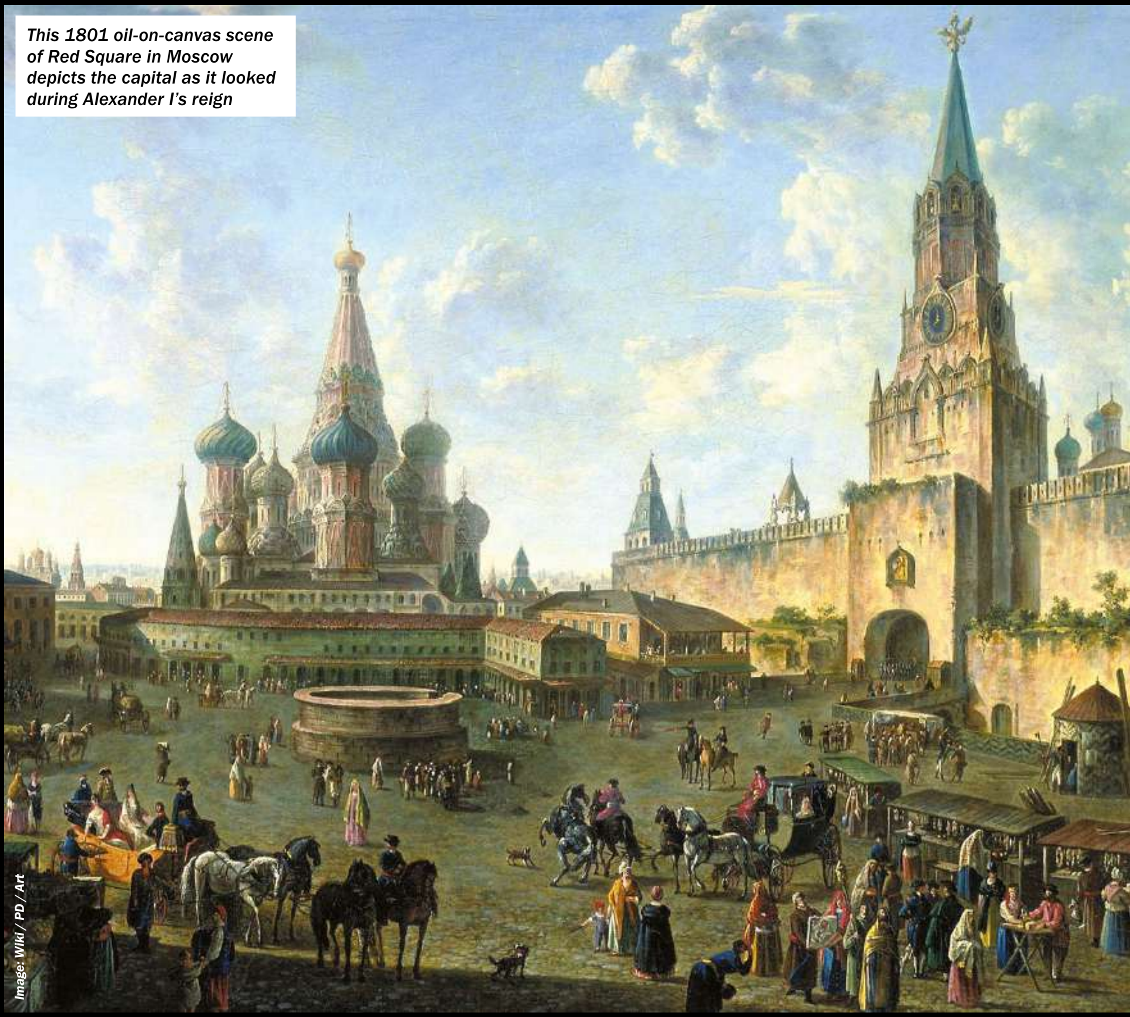
Painted in the manner of George Dawe, this portrait of Alexander I depicts military glory



An 1841 depiction of Napoleon and his troops in burning Russia



This 1801 oil-on-canvas scene of Red Square in Moscow depicts the capital as it looked during Alexander I's reign

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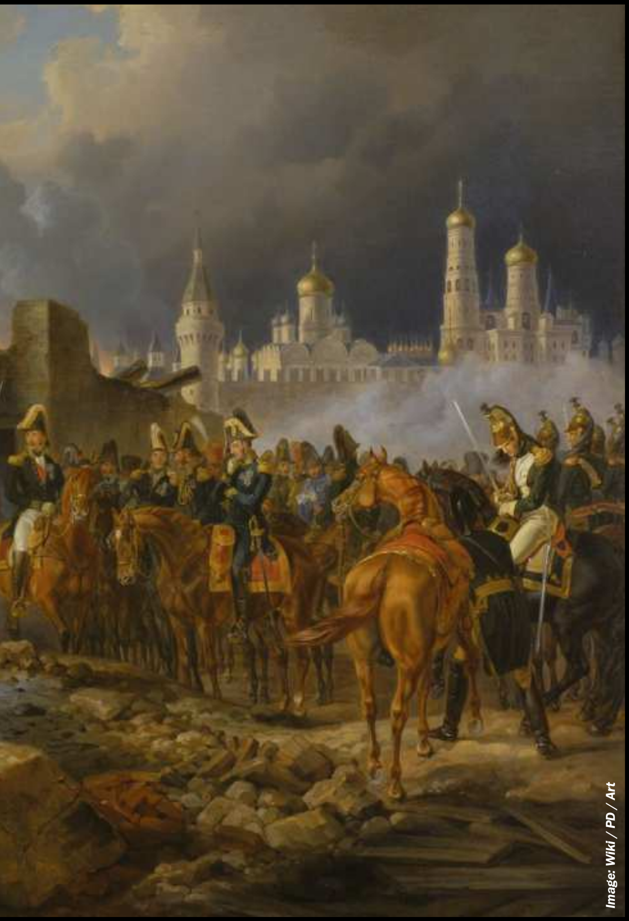

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pull off. Alexander was trapped, just as much as the millions of struggling serfs over whom he'd one day rule, by the rigidity of tradition and an outmoded system. He'd spend a lifetime longing to escape from the role his grandmother had written for him.

In 1796, Catherine the Great died suddenly of a stroke. It's thought she was planning to declare Alexander as her successor when she was struck down. Her son Paul now ascended to the throne, and a dark mood swept over the Russian Empire. Almost immediately Paul set about making himself unpopular with everyone from the peasantry and the army to the nobility. He issued a series of autocratic decrees that undermined much of the liberalising work done by his mother and the masses loathed him for it, while the rich and the powerful began to plot his downfall. It was only a matter of time before his actions would provoke a coup d'état.

An aristocratic plot was hatched to overthrow Paul. It's thought that Alexander knew of it and had tacitly agreed on the grounds that his father was not killed in the process. On the night of 11 March, 1801, however, Paul was murdered in his bedchamber at the Mikhailovski Castle in St Petersburg by a gang of armed men.

Alexander was devastated and consumed by guilt, but he would be allowed little time to mourn. Crowned just 12 days later, he immediately began to revoke all his father's unpopular decrees, restoring rights and privileges to both the nobility and the common man alike. But Alexander wanted to go further. The liberal education he'd received in his youth had made him an idealist in the European Enlightenment tradition, and he now gathered about him a group of like-minded friends and advisers to decide the best way to move Russia forward.

Within two years Alexander's privy committee had created new government ministries to replace the old collegiate, established progressive education reforms that allowed universities to open their doors to everyone, and relaxed censorship laws. The first steps were also taken towards reforming Russia's serf laws with a new decree issued that allowed peasants to buy their freedom if their owners agreed.

When it came to foreign policy, however, Alexander took sole responsibility for that himself. The greatest threat the Russian Empire faced at the time came from the newly crowned Emperor of the French, Napoleon Bonaparte. Britain and Russia, keen to prevent Napoleon's expansionist zeal, formed an alliance in April 1805. The Austrian Empire, which had been badly mauled in two previous wars with first Revolutionary and then Napoleonic France, then joined this coalition. A showdown was now inevitable. It came on 2 December 1805 at Austerlitz in modern-day Czech Republic, then part of the Austrian Empire.

The Battle of Austerlitz that followed became known as the Battle of the Three Emperors, fought, as it was, on one side by Napoleon and on the other by Francis II of Austria and the man named after the greatest warrior of the ancient world, Russia's Alexander I. Perhaps buoyed by his grandmother's ambitions for him to be a great martial leader, or perhaps jealous of Napoleon's military glory, Alexander took charge of the battle himself and ordered an attack, overruling the advice of his experienced chief of staff Field Marshal Kutuzov for greater caution. It proved to be a disastrous decision.

> **"ALEXANDER WAS TRAPPED, JUST AS MUCH AS THE SERFS OVER WHOM HE'D ONE DAY RULE"**

Alexander saw his army crushed and then so thoroughly routed that he himself was forced to flee the scene to save his own life. More than 16,000 Russian troops were killed or wounded while a further 9,500 were taken prisoner. It was a stunning victory for Napoleon, who'd started the battle with almost 20,000 fewer troops than the Allies. For Alexander, it was a humiliation that would plunge him into the depths of despair and haunt him for the rest of his days.

Alexander would never again command troops in battle. Instead he would stick to his true forte – diplomacy. With his army in tatters, the flattery began almost immediately. In the wake of the battle Alexander sent Napoleon a message via a courier which read: "Tell your master I am going away, tell him he has performed miracles… that the battle has increased my admiration for him; that he is a man predestined by Heaven; that it will require a hundred years for my arms to equal his."

Of course, it wouldn't require Alexander 100 years to overcome Napoleon, but it was clear he'd need to buy considerable time. Withdrawing his troops back to within Russia's borders, he watched helplessly as Napoleon began to dismantle the Austrian Empire, establishing obedient puppet kingdoms in its place and claiming the juicier parts of it for France. By the summer of 1807, Napoleon's gaze again began to fall on Russia. Alexander arranged to meet with Napoleon face to face on that raft on the Neman River.

The peace treaty Alexander signed committed Russia to joining Napoleon's Continental Blockade of Britain. Britain's rapidly expanding empire, though, was turning her into a global superpower and the economic consequences for Russia to join Napoleon's blockade were to prove calamitous, with her export trade falling by over 20 percent. It was a price that Alexander ultimately could not afford to pay and by 1812, despite his country's economic difficulties, he doubled spending on the army. There would be only one way out of the pact he had signed with Napoleon, and that was for Russia to fight her way out of it. When Alexander eventually withdrew his support from the Continental Blockade in 1812, he knew it would only be a matter of time before Napoleon would seek vengeance.

That vengeance came on the night of 12 June 1812, when Napoleon's Grande Armée of more than 422,000 men began crossing the Neman River into Russia. Despite his attempts at military modernisation, Alexander had no hope of matching Napoleon's vast force. With no more than 200,000 men with which to face Napoleon, however, Alexander was resolute. The following day he wrote to one of his field marshals, Count Saltykov, issuing orders and closing the letter with this oath: "I will not lay down my arms so long as a single enemy soldier remains in my realm." One of history's most momentous sequences of events was about to unfold.

Many of Alexander's generals were keen to confront Napoleon in one grand open battle, but the ghost of Austerlitz still haunted the emperor. Instead, he decided to play the long game. He approved a policy of strategic retreat put forward by Field Marshal Barclay de Tolly, which would see his people abandoning cities and scorching the earth behind them as they went. The French were to be left nothing but a wasteland.

Napoleon's troops found themselves trudging further into Russia searching for the Russian army, hoping to inflict a crushing defeat that would force Alexander to surrender. But for three long months the Russian army failed to materialise.

It wasn't until the French were just 110km from Russia's ancient capital Moscow that the Imperial Russian Army appeared. By now, it was back under the command of Field Marshal Kutuzov – the man Alexander had so disastrously overruled at Austerlitz. Kutuzov now ordered that a stand be made near the village of Borodino. It was there, on 7 September 1812, that Napoleon finally got to take on the Russians in open battle.

The fighting was ferocious and when the smoke finally cleared the Russians had lost around 45,000 men – roughly a quarter of its army's strength. The French, meanwhile, had lost approximately 30,000 dead and wounded. Although Napoleon had once again been victorious in battle, his losses were to add to his mounting logistical woes. Within a week, he was at the gates of Moscow awaiting Alexander's surrender. But no surrender was forthcoming and on entering the city he and his troops found it abandoned. Then, that night, the city suffered the same fate as the barren landscape they'd spent three months crossing – it was set ablaze. Fires swept across the city for four days, destroying three-quarters of it in the process. Napoleon, now desperate, sent a letter to Alexander offering to negotiate a peace. But there was no answer. Two more letters were also sent, but Alexander remained resolutely silent.

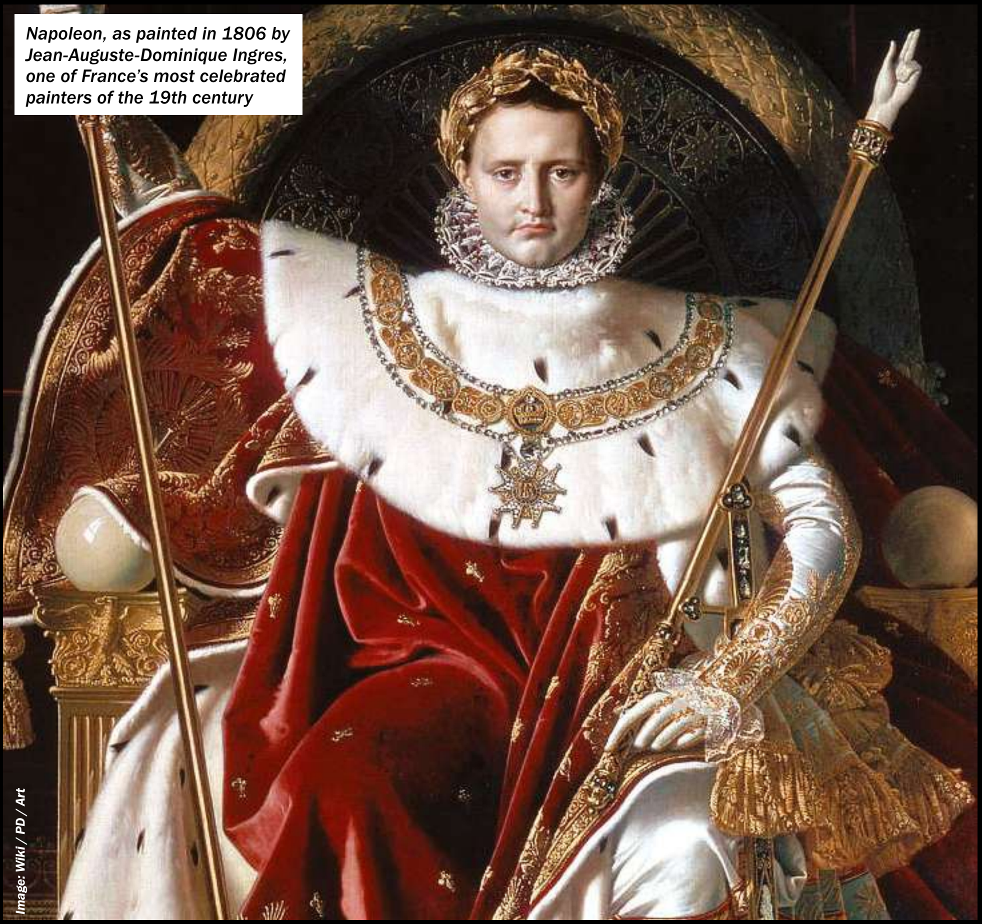
By now it was October. Napoleon's supplies were dwindling, and his Grande Armée's winter quarters were in ruins. Fearing his troops would be swallowed whole by the bitter Russian winter, he ordered his starving army out of Moscow and back across the 1,110km of bleak, deserted country through which they'd previously struggled. Harassed by Cossack raiders all the way, the murderous Russian winter now began to smother them, too. It became one of the greatest military disasters in history. By November what was left of Napoleon's troops had reached the Neman River, which they'd crossed so enthusiastically that summer. Napoleon had gone into Russia with almost half-a-million men, the biggest army the world had ever seen. By the time he emerged again five months later his Grande Armée had been reduced to a pitiful, frozen force of less than 10,000.

Russia's great war was over, but Alexander had every intention of exacting his revenge against France. The Russian army now went on the offensive, with Alexander determined to defeat Napoleon once and for all. He chased Napoleon's broken, ragged force back across Europe, deposing the upstart monarchs Napoleon had created and restoring the old order along the way.

On 19 March 1814, when the allied armies entered Paris, it was Alexander who led them in. All of Europe was in awe. In London he was made godparent to a future queen of Britain who was baptised Alexandrina Victoria after him. In Berlin the city's great square Alexanderplatz was named in his honour. In Paris, meanwhile, this emperor from the east impressed everyone with his enlightened ideas. He was now a celebrity and, of all the roles he played during his life, the part of triumphant sovereign was the one he enjoyed playing the most.

From Paris he travelled to Vienna, where a congress was held to decide what Europe's map should look like now that the Napoleonic scourge had finally been eradicated. Here the great actor shared the world stage with the shrewdest minds and slyest diplomats of the age. He played his part brilliantly, masking his true feelings and intentions so masterfully that he acquired a new nickname – Alexander the Sphinx. By the time the Congress of Vienna was over, he was a superstar. As well as being awarded huge swathes of territory, he left Vienna laden with 55 titles.

Alexander returned to Russia a changed man. The war had hardened him and made him wary of future invasion. To this end, he came up with the idea of soldier settlements as a way of establishing a huge but cheap military reserve.



Napoleon, as painted in 1806 by Jean-Auguste-Dominique Ingres, one of France's most celebrated painters of the 19th century

Image: Wiki / PD / Art

"THIS EMPEROR FROM THE EAST IMPRESSED EVERYONE WITH HIS ENLIGHTENED IDEAS"

The idea was that these settlements would be places where soldiers could combine military service with farming. Alexander believed that everyone would benefit from the settlements. Soldiers could live with their families, the army could feed itself, while military order would ensure that these settlements were largely crime-free, self-governing communities. In reality, these martial communes were more like prison camps. Life was strictly regulated down to the smallest detail. Boys were enlisted into the army at the age of seven and came under the authority of the settlement's officers rather than their parents from that day forward. These unbearable conditions soon led to rioting, and as opposition and rumours of plots began to reach Alexander's ears, the once-progressive monarch began to radically change his views.

Alexander turned his back on tolerance and liberalism. Instead censorship was tightened and so-called free-thinkers were put under surveillance or sent into exile. This breakdown in his political belief system, married with a gnawing sense of guilt over both his father's murder and the thousands of soldiers who died under him, seems to have reawakened his earliest objections about playing the part of ruler. "One needs to stand in my shoes to know what I feel," he wrote. "When I reflect that I will have to answer to God for the life of each one of my soldiers. No, the throne is not my calling. If I could with honour change the circumstances of my life I'd do it with pleasure."

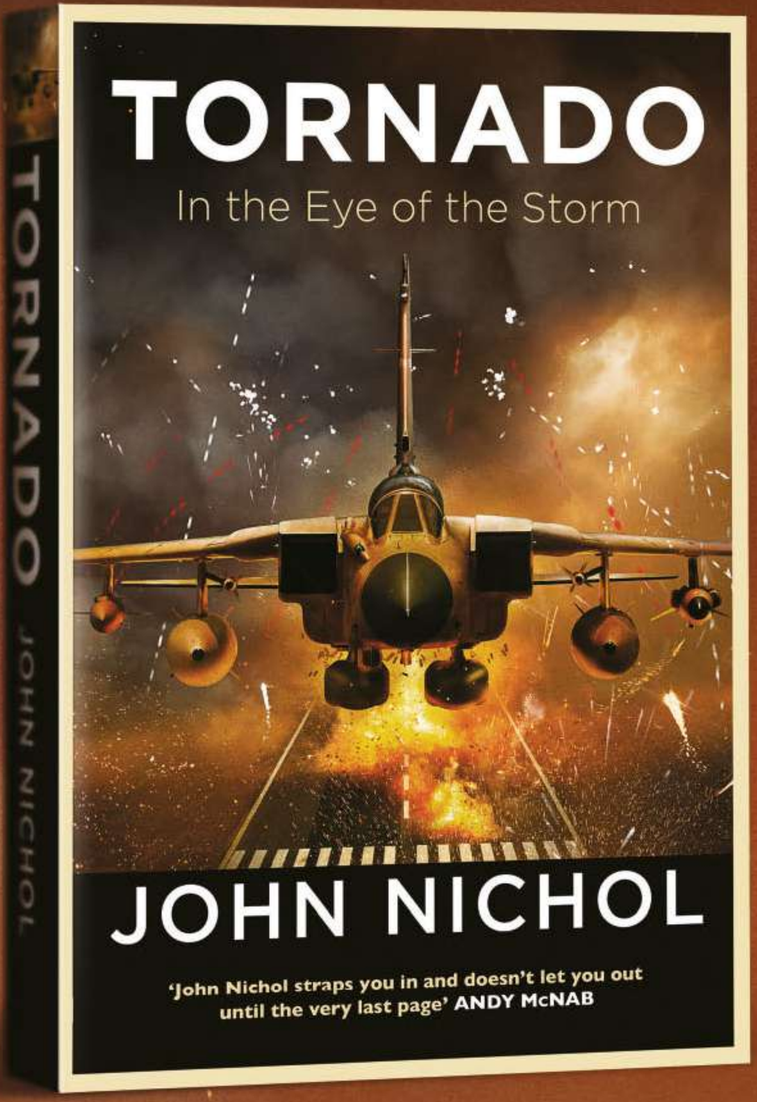
By now he was in his mid-40s. Swamped by self-doubt and unsure of what role to play next, salvation came from an unlikely source – the love of his youth Empress Elizabeth. Although they'd had two children together – both of whom had died in infancy – Alexander and Elizabeth had been estranged for years. He now realised, however, how well she knew him and how loyal she'd been.

Elizabeth, though, was ill. She'd recently been diagnosed with tuberculosis, and Alexander made arrangements for the reunited couple to abandon the damp climate of St Petersburg – where the official royal residence was – for warmer climes in the Russian Empire's south.

Alexander left first to prepare everything for his wife's arrival. He moved into a single-storey stone mansion on the Black Sea coast where it's said he swept the garden paths and helped arrange the furniture. When Elizabeth arrived soon after, the couple finally found some peace together. It was an idyll, however, that would be tragically short-lived. Elizabeth was by now terminally ill, but it was Alexander who would die first. After just two months of belated domestic bliss, Alexander died on 1 November 1825 after contracting a severe cold, and Elizabeth followed him to the grave six months later.

A STORM IS COMING

The story of the RAF's Tornado force
during the 1991 Gulf War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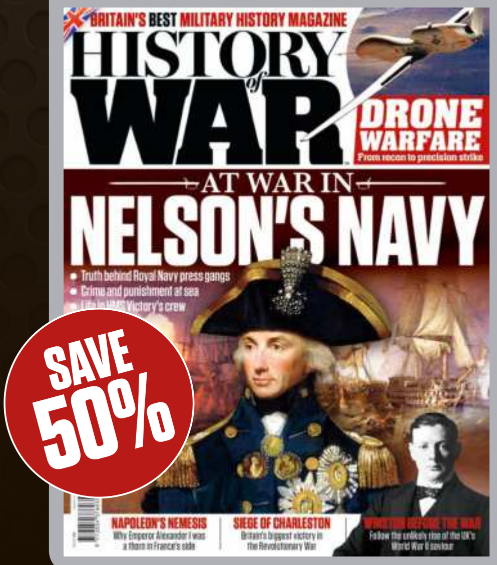

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Heroes of the Victoria Cross

CECIL MERRITT

In August 1942, as the Dieppe Raid fell apart, a youthful Canadian CO rallied his men across a heavily defended bridge, clearing pillboxes and sacrificing his freedom to cover the Allied withdrawal

WORDS **ALEX BOWERS**

News arrived by radio and runner. With first light broken across Dieppe and the surrounding area, much of the South Saskatchewan Regiment remained checked at the 24-metre bridge over the Scie River. Lieutenant-Colonel Cecil Merritt, his moustache doing little to mask his baby face, thought of the Canadian dead littering the road a short distance from HQ and, perhaps reminded of the father he had lost in the last war, recognised that something needed to be done. Mustering unimaginable courage, the 33-year-old officer left his position and headed for the men pinned down at the front.

The day – 19 August, 1942 – was turning out to be a disaster. It was one that had been months in the making, with the Soviet Union having long pressured its allies to open up a second front, to relieve German pressure to the east. The United States also wanted a chance to engage the Nazi regime on the continent. Churchill, it seemed, had little choice but to appease his allies, yet the dark shadows of Dunkirk, Singapore and, more recently, Tobruk weighed heavily on the British; their forces weren't ready, nor were they well-equipped enough to liberate Europe. So, instead of an outright invasion, Churchill proposed a series of small-scale raids that might encourage Hitler's armies away from the gates of Stalingrad and towards the Atlantic Wall. It would be up to Lord Louis Mountbatten, second cousin to the future Queen Elizabeth II and newly promoted chief of the Combined Operations Headquarters, to orchestrate these raids. Recalling the great success in Saint-Nazaire in March 1942, Mountbatten decided to escalate the aggressive nature of operations for the French coastal commune of Dieppe.

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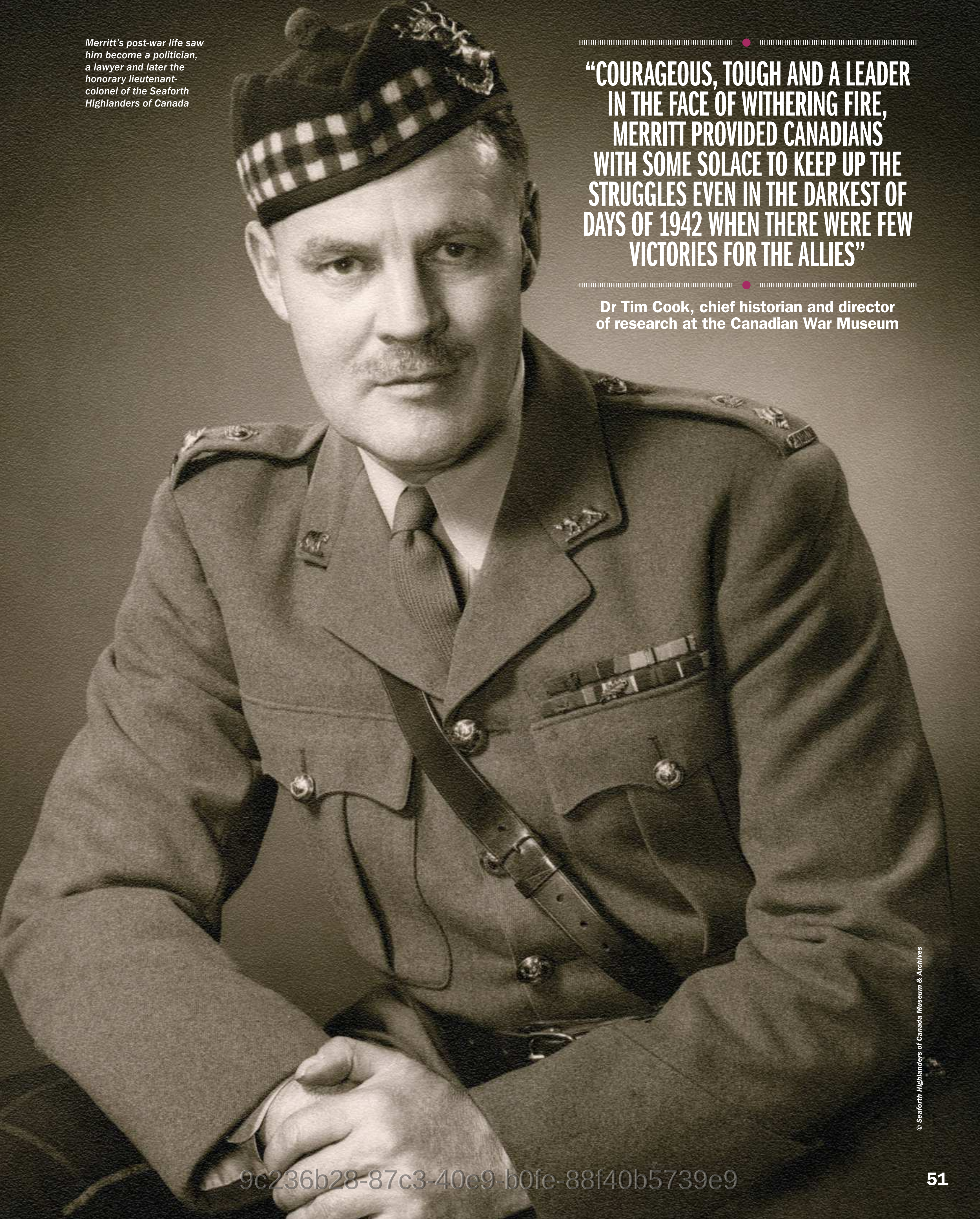
Meanwhile, Canadian soldiers stationed in Britain had grown restless following years of incessant drilling, idleness and preparing for an invasion that never materialised. When temporary commander of the First Canadian Army Harry Crerar heard of new plans to raid the French coast, then known as Operation Rutter, he jumped at the chance to get the dominion's army-in-waiting involved. His pleas to the British high command proved fruitful, and the 2nd Canadian Infantry Division under Major-General J Hamilton Roberts was subsequently selected to lead the assault. Speaking to his forces ahead of the forthcoming mission, Roberts insisted that it would be a "piece of cake" – words that would haunt him for the rest of his life. But as personnel boarded vessels, dramatic changes in the weather and Luftwaffe attacks on troopships led to the operation's cancellation.

Mountbatten nevertheless wanted to gamble. Despite the likelihood of the Germans' alertness to the attempted raid, he later relaunched the attack under the name Operation Jubilee. The target and units would be the same as before, which, in Mountbatten's mind, the enemy would never expect. Even more of a gamble was that the naval and air

***Left:** Only 2,211 out of 4,963 Canadians involved in the raid returned to Britain. Almost 1,000 were killed, succumbed to their wounds or died in captivity*



Merritt's post-war life saw him become a politician, a lawyer and later the honorary lieutenant-colonel of the Seaforth Highlanders of Canada

> “COURAGEOUS, TOUGH AND A LEADER IN THE FACE OF WITHERING FIRE, MERRITT PROVIDED CANADIANS WITH SOME SOLACE TO KEEP UP THE STRUGGLES EVEN IN THE DARKEST OF DAYS OF 1942 WHEN THERE WERE FEW VICTORIES FOR THE ALLIES”
>
> **Dr Tim Cook, chief historian and director of research at the Canadian War Museum**

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support would be scaled back considerably. The Royal Hamilton Light Infantry and the Essex Scottish would land on the main beach in front of the town with Churchill tanks of the Calgary Regiment and support units. The far flanks would be covered by British commandos set to destroy coastal batteries. Other forces, including 250 British Royal Marines tasked with capturing intelligence, would land after the initial assault. Prior to that, to ensure that the German guns overlooking the main beach on the headlands were neutralised, the Royal Regiment of Canada and the Black Watch (Royal Highland Regiment) would take the nearby village of Puys, while on the other side of Dieppe, the South Saskatchewan Regiment, together with the Queen's Own Cameron Highlands of Canada, would reach Pourville. Collectively tasked with defending their objectives for one tidal period, things went monstrously wrong from the outset.

The Germans, who had singled out 19 August as a potential invasion day, were anticipating the Allies' operation – the greatest of its kind since the First World War's Gallipoli – on every foreseeable flank. Allied tanks on the main beach failed to navigate the shingle as MG34s raked men and machines alike. On the narrow beach at Puys, soldiers died en masse as they struggled to breach the heavily wired seawall. Only those Canadians near Pourville appeared to be in a position to make gains, although more than half of the South Saskatchewan forces, Lieutenant-Colonel Merritt among their ranks, had been landed on the wrong side of the Scie River and now had little choice but to storm the fortified bridge that crossed it. They, like their comrades at Dieppe and Puys, were being slaughtered. It was then that Merritt arrived on the scene.

> "… TO THIS COMMANDING OFFICER'S PERSONAL DARING, THE SUCCESS OF HIS UNIT'S OPERATIONS AND THE SAFE RE-EMBARKATION OF A LARGE PORTION OF IT WERE CHIEFLY DUE"
>
> **Cecil Merritt's VC Citation**

His helmet in his hand, his heart undoubtedly racing, the lieutenant-colonel strode into the fray and once in the middle of the bridge's span turned to the men and shouted: "Come on over. There's nothing to it!" No bullet or mortar shell seemed to touch him as the shielding South Sasks, emboldened by their commander's daring, stood and charged. Many fell to the concentration of MG34s, but many more pushed on. The sheer audacity of the sudden thrust took the Germans by surprise as their weapons failed to stop Merritt in his tracks, even when he returned at least four times to gather other parties of trapped Canadians.

Once a sizable force had made it over, the raiders regrouped in a large grey house about 100 metres beyond the bridge. However, their troubles were far from over: a pillbox overlooking the road that had been initially silenced was quiet for only a short period before the enemy slipped back in and continued laying waste to anyone in their path. Merritt ordered a discarded mortar to be collected, loaded with smoke rounds and aimed at the bunker. He then gathered his men and, under a maelstrom of ferocious fire, raced ahead with grenades at the ready. The machine gun positions were destroyed once and for all. Still, by 9:30am, with the Germans wielding near-total control of the high ground along the cliffs and headways, it was becoming increasingly clear that little other progress could be achieved. The day was lost.

The most tragic shortcoming of Mountbatten's ill-conceived plan then became apparent: how were the Allies to retreat to their landing craft while engaged in close-quarters combat unless a sacrificial force was left behind? Merritt wasted no time in volunteering himself. He and a rearguard of about 250 men, almost

Cecil Merritt, VC, embracing his sons Peter and Cecil Jr shortly after his release from German captivity

© Seaforth Highlanders of Canada Museum & Archives evenly split between the South Sasks and the Cameron Highlanders, would hold the line for several hours against impossible odds, enabling hundreds to escape. Twice wounded, the young officer managed to put up a fierce defence in the process, at one point killing a sniper and at another dragging an injured comrade back to the relative safety of the seawall. A soldier witnessing these actions said of him: "It wasn't human, what he did." Merritt was last seen collecting weapons and preparing for the final stand as the Germans closed in.

He survived and was captured along with 1,946 Canadian prisoners of war. In nine hours of fighting around Dieppe a total of 807 dominion troops had been killed and 100 others would die of their wounds or in captivity in the days, weeks, months and years ahead. From the British commandos to the Allied aircraft to HMS Berkeley, the overall losses were terrible. But borne from such perils had been innumerable acts of bravery, including two Canadians deemed worthy of the empire's highest military honour. The first was awarded to Reverend John Foote, chaplain with the Royal Hamilton Light Infantry who assisted the injured and remained with the defenders after the retreat. The second was to Merritt, whose Victoria Cross citation reads in part: "… To this Commanding Officer's personal daring, the success of his unit's operations and the safe re-embarkation of a large portion of it were chiefly due."

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Above: *In the eyes of many of the 1,946 Canadians POWs – including Merritt's – their war lasted a mere nine hours*

Defeated but not disheartened, the Victoria Cross recipient would spend a portion of his captive years attempting to escape. He succeeded once in June 1943 – only to be recaptured and transferred to Colditz, where he remained until its liberation in 1945. After the war, he was elected to Parliament and served as an MP in Vancouver, British Columbia, between 1945 and 1949. He then returned to his pre-war life of practising law before becoming the commanding officer of the Seaforth Highlanders of Canada in 1951; he was later appointed as the regiment's honorary lieutenant-colonel. Merritt died on 12 July, 2000, aged 91, having lived a full life not only for himself but for those who never returned from the infamous Dieppe Raid. Dr Tim Cook, chief historian and director of research at the Canadian War Museum, whose award-winning books *The Necessary War* and *Fight to the Finish* examine Canada's role in the Second World War, says of Merritt's legacy: "[His] uncommon bravery on the battlefield was a beacon of light on a very dark day in Canadian history… Courageous, tough and a leader in the face of withering fire, Merritt provided Canadians with some solace to keep up the struggles even in the darkest of days of 1942 when there were few victories for the Allies."

© Getty

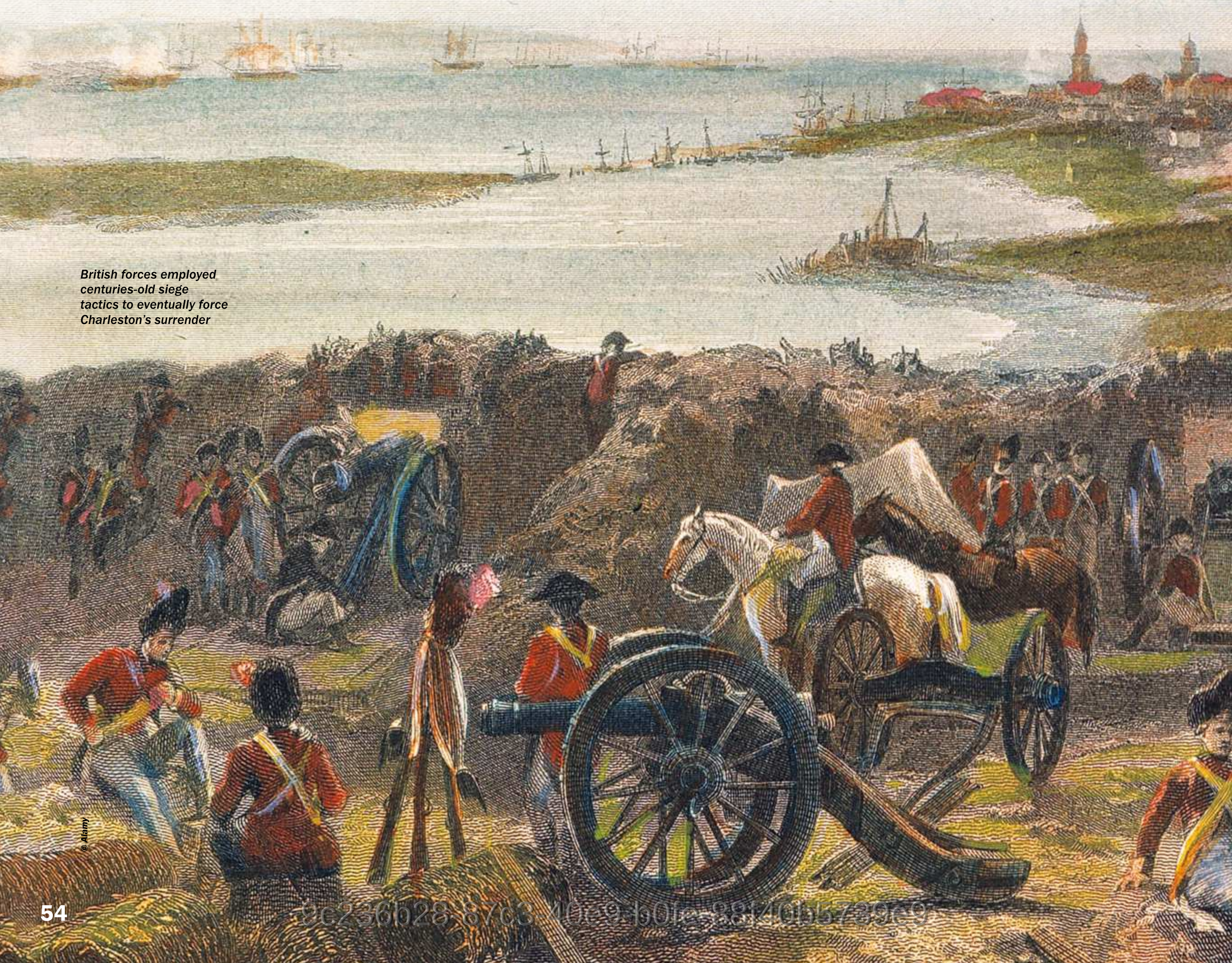
On Dieppe's main beach, the Calgary Regiment was the first unit of the Canadian Armoured Corps to face action in World War II – it didn't go well

CHARLESTON, SOUTH CAROLINA 29 MARCH – 12 MAY 1780

THE SIEGE OF CHARLESTON

WORDS **DAVID SMITH**

The most significant British victory in the Revolutionary War threatened to undermine the entire American war effort



British forces employed centuries-old siege tactics to eventually force Charleston's surrender

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In 1780, the American War of Independence had been raging for five years and the British were no nearer to subduing their former colonists. Fighting in the north had seen the British win many battles but also suffer serious setbacks. Now, they were ready to try a new strategy and an army of 8,000 men boarded ships at New York before heading south to capture the city of Charleston. This was to be the launchpad for a new campaign.

Charleston was well defended by both regular troops and militia, and reinforcements were also sent to bolster the garrison, but the British were able to mount a patient and effective siege that eventually forced the Americans to surrender. Thousands of troops were captured and the American cause appeared to have been mortally wounded, especially as the British followed up with a major victory at the Battle of Camden. Crucially, enough American forces remained to keep the spark of the revolution alive, and the southern colonies rallied to once more frustrate British plans.

Charleston's defences

In 1780, the city of Charleston occupied the lower end of the peninsula between the Cooper and Ashley Rivers, on the coast of South Carolina. It was the fourth-largest city in the colonies at the time and plans had been underway for some time to strengthen it. A small British force had threatened the city the previous year, prompting the improvement of defences that had first been constructed in the 1750s.

A line of defensive works stretched across the neck of the peninsula, protected by a two-metre-deep ditch. Further obstacles, including a deep canal and chevaux de frise (clusters of sharpened stakes designed to slow down enemy troops) lay beyond this ditch, while the main line of works housed 79 field guns as well as a howitzer and mortars.

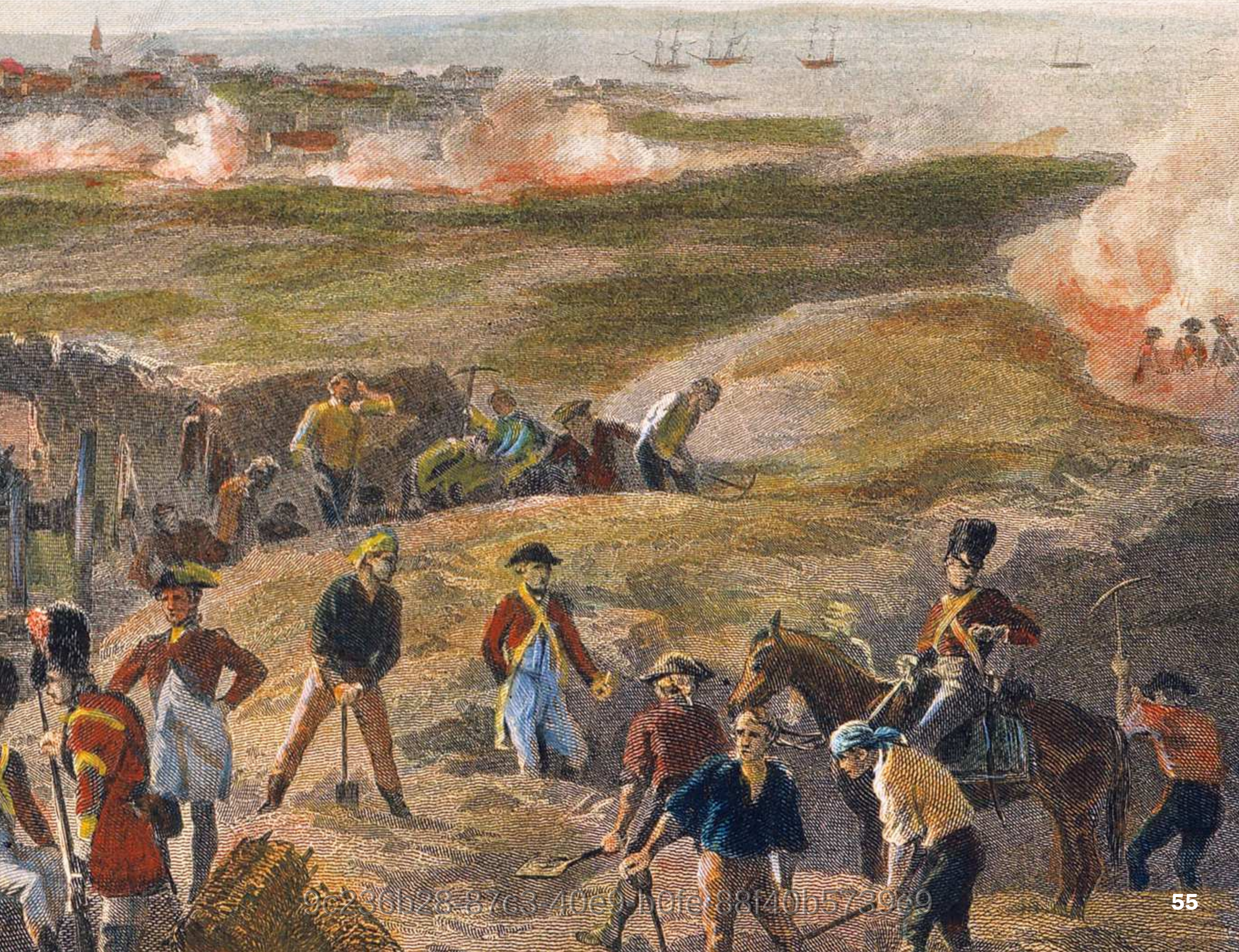
The Charleston garrison was commanded by Major General Benjamin Lincoln, a respected officer who had seen extensive action during the war so far. His best men were brigades of Continental troops from South Carolina, North Carolina and Virginia, although he also had substantial numbers of less-effective militia.

The American defences were also boosted by 'the bar', a substantial sandbar outside the harbour that prevented the biggest British warships from crossing to threaten the town itself. This levelled the playing field slightly for the small American naval force, which had no major warships of its own.

OPPOSING FORCES

GREAT BRITAIN	VS	UNITED STATES
COMMANDER Henry Clinton		**COMMANDER** Benjamin Lincoln
REGULARS & MILITIA 12,847		**REGULARS, MILITIA & SAILORS** 6,577
SAILORS 4,500		**SHIPS** 13
SHIPS 108		

The British had the benefit of naval superiority thanks to the presence of four 'ships of the line' and a larger number of smaller frigates than the Americans could



muster. However, the admiral in command of the British fleet, Mariot Arbuthnot, proved to be a slow and indecisive commander who offered little or no support to his army counterpart, Lieutenant General Henry Clinton.

Clinton, who had been second-in-command of British forces during the early years of the war, was launching his first campaign as commander-in-chief and although his numbers gave him a distinct advantage, the lack of close cooperation with his naval forces would be a problem. He brought most of his best troops from New York to attack Charleston, including his light infantry and grenadier battalions, the best of his German troops (known as Hessians), and many other regiments of regulars.

Siege warfare in the 18th century was a highly refined, scientific process that offered little hope for the besieged town unless relief could be sent from outside. There was no large army marching to Lincoln's aid, meaning that his only hope was to draw out the siege until the British simply gave up and turned their attention elsewhere. With the superiority enjoyed by Clinton, this was never a likely outcome.

There was one other potentially dangerous factor that needed to be taken into consideration. The French had entered the war on the side of the Americans following the surrender of a British army at Saratoga in 1777. Although they had made no serious contribution to the war as yet, if a large French fleet were to appear (and there was no way of knowing if one was already on its way), Clinton's plans could be turned upside down.

The siege begins

Clinton left New York with his army on 26 December 1779 but the journey southwards took weeks. Severe storms hit the fleet as soon as it set sail and it overshot its target, landing on the Georgia coastline at the end of January. One ship, carrying Hessian troops, lost its mast and was blown all the way across the Atlantic to England. Another ship, carrying most of the army's heavy siege guns, was sunk.

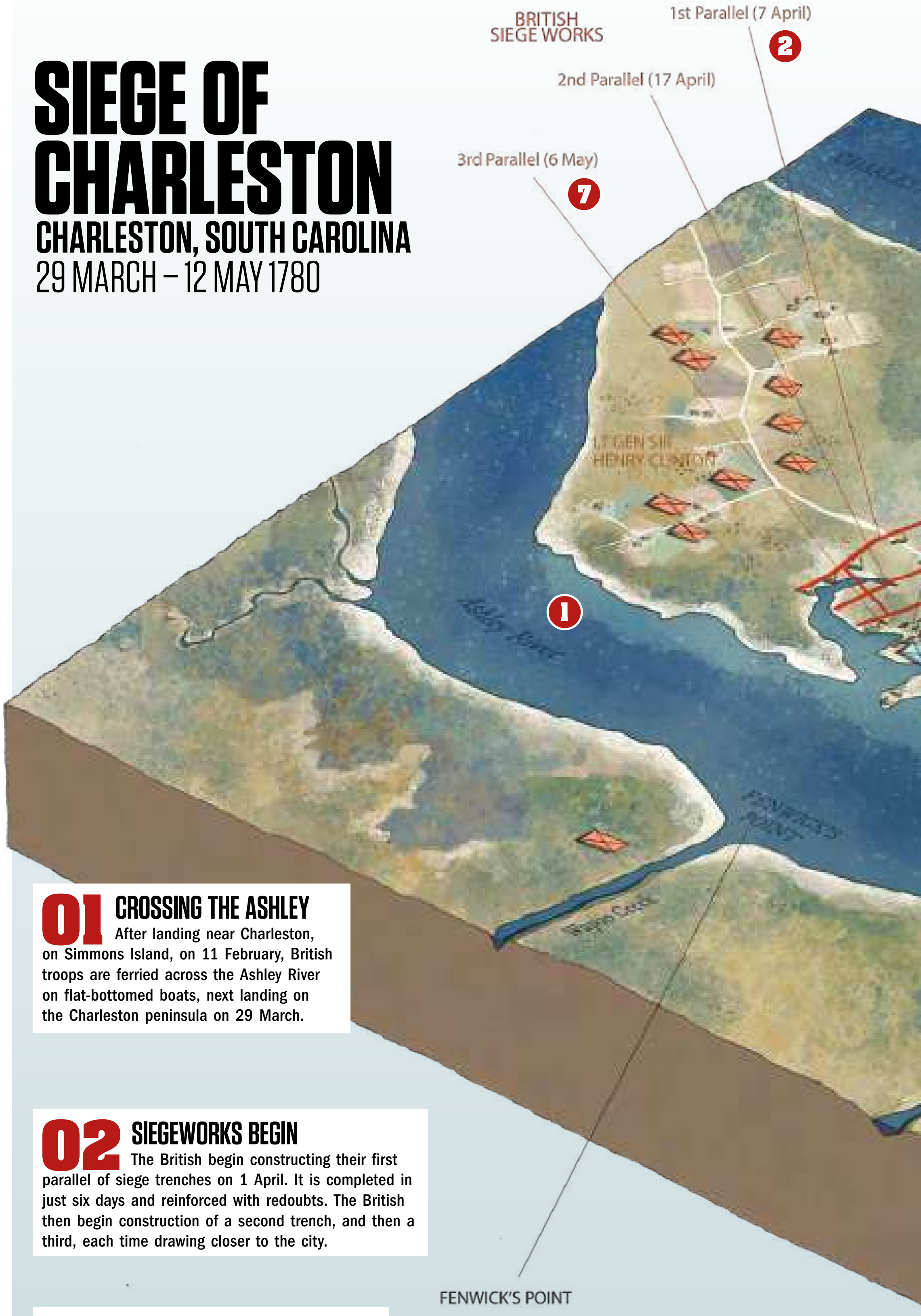
Most of the horses for Clinton's small number of mounted troops had also been lost en route, so after setting a small party ashore to gather fresh mounts, Clinton ordered the fleet to sea again. On 11 February they finally landed near Charleston, on Simmons Island, but the siege was not to start for weeks as Clinton manoeuvred his men into position. They didn't move onto the neck of the

> “LINCOLN'S ONLY HOPE WAS TO DRAW OUT THE SIEGE UNTIL THE BRITISH SIMPLY GAVE UP AND TURNED THEIR ATTENTION ELSEWHERE. WITH THE SUPERIORITY ENJOYED BY CLINTON, THIS WAS NEVER A LIKELY OUTCOME”

SIEGE OF CHARLESTON

CHARLESTON, SOUTH CAROLINA

29 MARCH – 12 MAY 1780



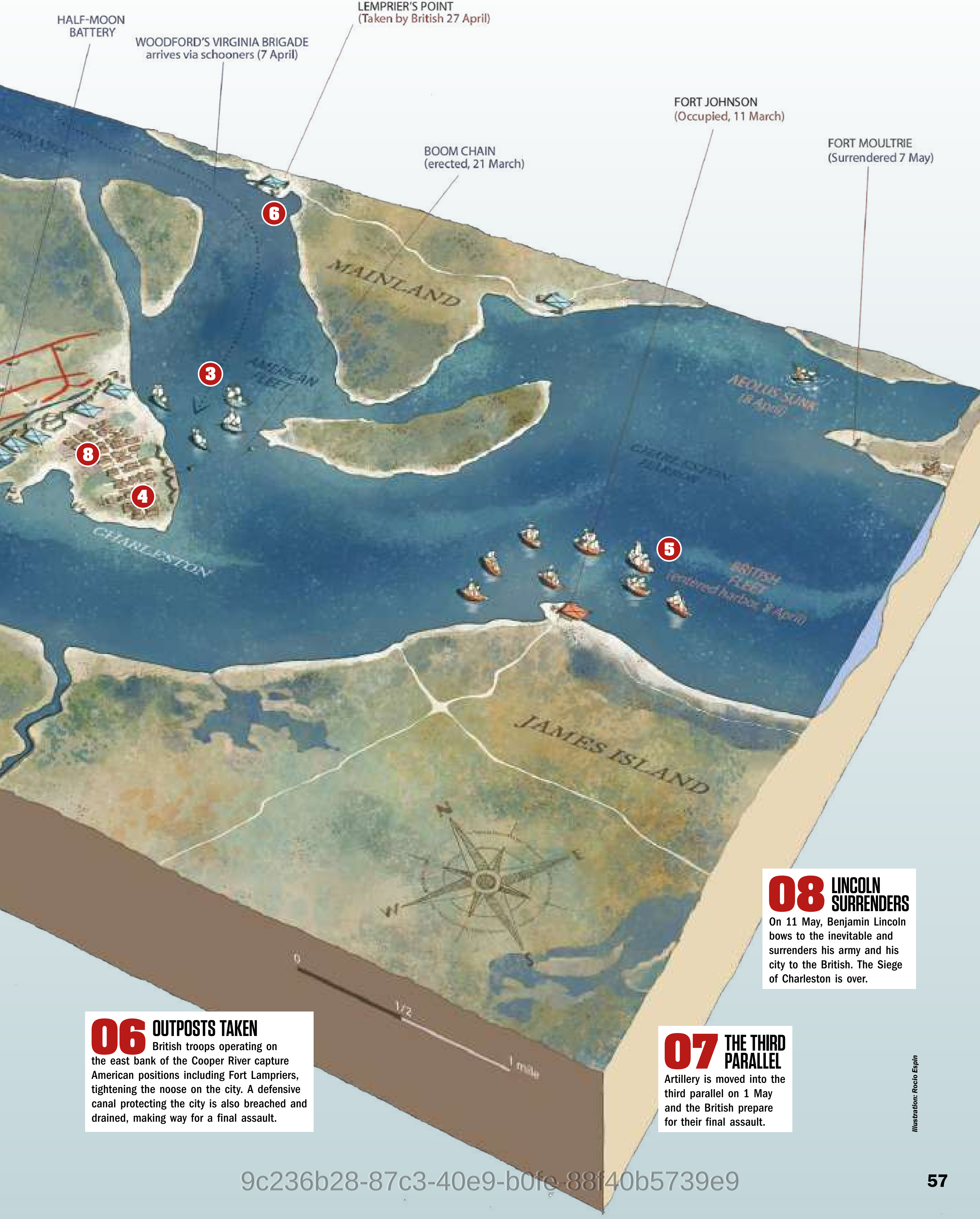
01 CROSSING THE ASHLEY
After landing near Charleston, on Simmons Island, on 11 February, British troops are ferried across the Ashley River on flat-bottomed boats, next landing on the Charleston peninsula on 29 March.

02 SIEGEWORKS BEGIN
The British begin constructing their first parallel of siege trenches on 1 April. It is completed in just six days and reinforced with redoubts. The British then begin construction of a second trench, and then a third, each time drawing closer to the city.

03 ARRIVAL OF AMERICAN REINFORCEMENTS
Of a larger force of 2,500 Virginia Continentals, 800 reach Charleston on 7-8 April, boosting the city's garrison. Clinton also sends word to New York for his own reinforcements.

04 THE BOMBARDMENT BEGINS
British artillery opens fire on the American defences on 13 April. Though the guns take aim at the defensive walls, some shots miss their mark and fall within the city itself.

05 BRITISH REINFORCEMENTS ARRIVE
Days later, on 18 April, 2,500 more British, Hessian and Loyalist troops arrive from New York. Clinton uses this boost in his numbers to cut off the last escape route from Charleston, across theCooper River


HALF-MOON BATTERY
WOODFORD'S VIRGINIA BRIGADE arrives via schooners (7 April)
LEMPRIER'S POINT (Taken by British 27 April)
BOOM CHAIN (erected, 21 March)
FORT JOHNSON (Occupied, 11 March)
FORT MOULTRIE (Surrendered 7 May)
6
MAINLAND
3
AMERICAN FLEET
AEOLUS SUNK (8 April)
8
4
CHARLESTON
CHARLESTON HARBOR
5
BRITISH FLEET (entered harbor 8 April)
JAMES ISLAND
N
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S
W
0
1/2
1 mile

06 OUTPOSTS TAKEN

British troops operating on the east bank of the Cooper River capture American positions including Fort Lampriers, tightening the noose on the city. A defensive canal protecting the city is also breached and drained, making way for a final assault.

07 THE THIRD PARALLEL

Artillery is moved into the third parallel on 1 May and the British prepare for their final assault.

08 LINCOLN SURRENDERS

On 11 May, Benjamin Lincoln bows to the inevitable and surrenders his army and his city to the British. The Siege of Charleston is over.

Illustration: Rocio Espin

Charleston peninsula until 29 March, crossing the Ashley River on flat-bottomed landing craft.

George Washington had sent troops from his main army to reinforce Charleston as soon as he was sure the British would be heading there. The problem was, with the Royal Navy commanding the seas, reinforcements had to travel overland. Two regiments of Continental soldiers, numbering more than 800 men from North Carolina, started to march south before the end of 1779, but they did not arrive until 3 March the following year.

A larger force (2,500 Virginia Continentals) was also sent, but only around 800 reached Charleston as the rest needed to be fitted with new uniforms. Those that did reach Charleston did not arrive until 7-8 April. This improved the defensive capabilities of the city but, unfortunately for Lincoln, the British were also planning to increase the size of their force – Clinton had called for more men from New York.

Not everything was progressing smoothly for the British, however. It was common knowledge in his army that Clinton had written to London asking for permission to resign and return home. His second-in-command, Charles, Lord Cornwallis, was poised to take over, but just as the siege was about to begin in earnest, Clinton heard that his request had been denied. This was disappointing, but he resolved to press ahead with his operations. Less understandable was the reaction of Cornwallis, who rather petulantly insisted that he no longer wished to be consulted on any plans Clinton might propose. Withdrawing this support, which was one of the principle responsibilities of a second-in-command, was a petty move but it was symptomatic of the strained relationship between the two men.

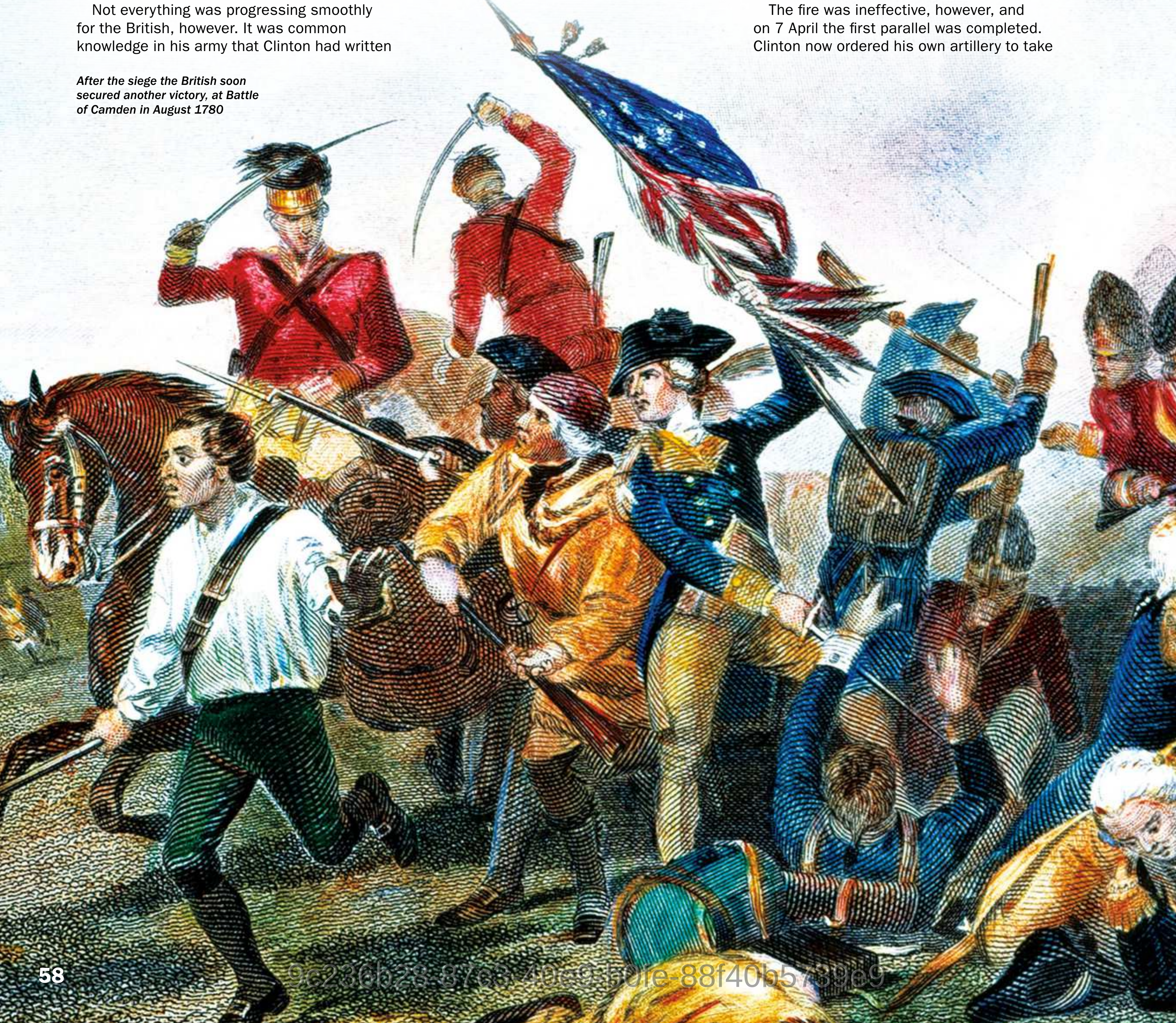
The British plan

Eighteenth-century warfare was often a series of intricate manoeuvres and nowhere was this more evident than during a siege. The processes by which a city was approached were scientific and very difficult to resist. On 1 April, Clinton's men began work.

The principles of siegecraft called for a series of trenches to be built, parallel to the defensive walls of the city being besieged. Three such 'parallels' would be built, moving steadily closer to their target. The third trench would be close enough for the attacking force to storm the city, but the defenders would usually surrender before allowing that to happen – there was an unspoken rule that if an attacking army was forced to storm the walls, they would run amok once inside the city. If the city surrendered, it would be treated more mildly.

The British started by building three small forts, known as redoubts, to form the strongpoints in their first parallel. The range was a little less than a kilometre from the Charleston defences and the Americans responded the next day, opening up with their artillery in an attempt to disrupt progress on the parallel.

The fire was ineffective, however, and on 7 April the first parallel was completed. Clinton now ordered his own artillery to take



After the siege the British soon secured another victory, at Battle of Camden in August 1780 up positions in the line. This was problematic following the loss of most of his heavy guns on the journey from New York, but Admiral Arbuthnot obliged by lending guns from his own warships.

Up to this point, Lincoln could have evacuated his men from the city and lived to fight another day. In many ways, this would have been the sensible thing to do, but civilian leaders within the city were furious at any suggestion of being abandoned. It did not seem to be a critical question, as the British fleet had not yet sealed off the last possible escape route, over the Cooper River.

Meanwhile, Clinton was becoming exasperated with his naval counterpart, Arbuthnot, who kept promising to move ships into the Cooper yet had failed to do so. Clinton noted: "We had long expected to see some of the king's ships pass into the Cooper, agreeable to the admiral's repeated assurances…'

"LINCOLN HAD BY THIS TIME BEEN INVITED TO SURRENDER, BUT HE STUBBORNLY REFUSED"

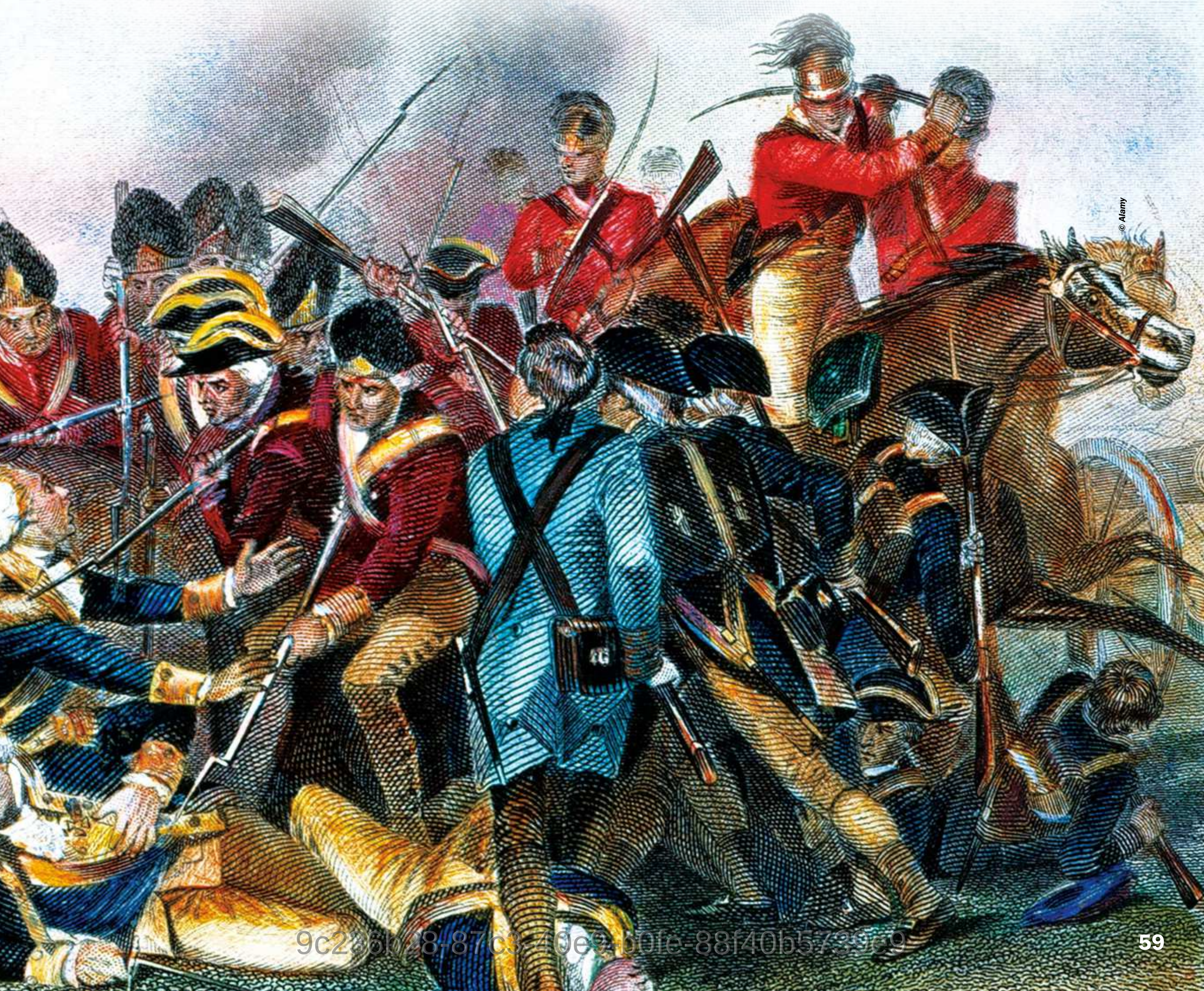
While he waited for the admiral to make a move, Clinton opened the bombardment of Charleston's defences on 13 April. The artillery focussed on the defensive wall protecting Charleston, but some shots also fell in the city itself. Some of the British gunners used 'hot shot', cannonballs that had been heated before firing, which resulted in several fires breaking out in the city until Clinton furiously ordered this practice to be stopped. Lincoln had by this time been invited to surrender, but he stubbornly refused even though his position was becoming increasingly untenable.

The British had rebuilt their cavalry wing, following the capture of local horses, and the mercurial light cavalry commander Banastre Tarleton was making a thorough nuisance of himself. At the head of his British Legion (a combination of dragoons and infantry who often travelled with the infantry 'doubling up' on the cavalry mounts) Tarleton launched a savage assault on a small American force at Monck's Corner, killing 15 men, capturing 63 and also taking possession of around 400 more horses. Tarleton would become a bête noire for the Americans, hated as much as he was feared, and he would enjoy many more successes before his reign of terror was ended. Clinton wrote in glowing terms of his cavalry commander, saying that "general terror and dismay were spread through the disaffected in that part of the country".

On 18 April, around 2,500 troops arrived from New York to swell Clinton's numbers. This enabled him to place enough men on the east bank of the Cooper to block the last exit from Charleston. There was now no hope of escape for the Americans and only the arrival of a large army or French fleet could save them.

The fall of Charleston

By this time the British had completed their second parallel, closer to the Charleston defences. In response, the Americans built a new redoubt of their own to allow riflemen



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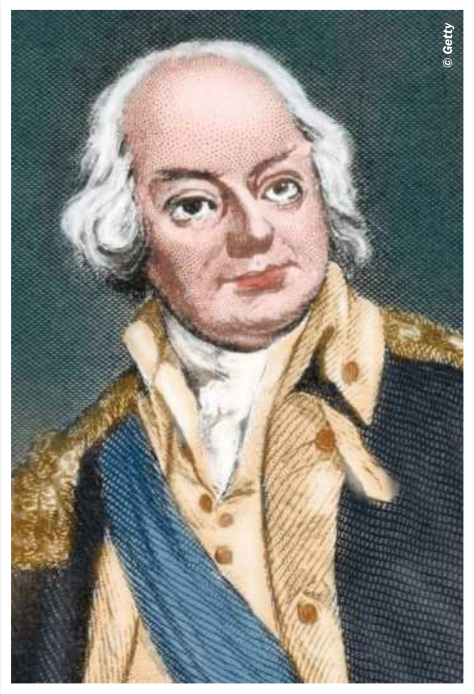

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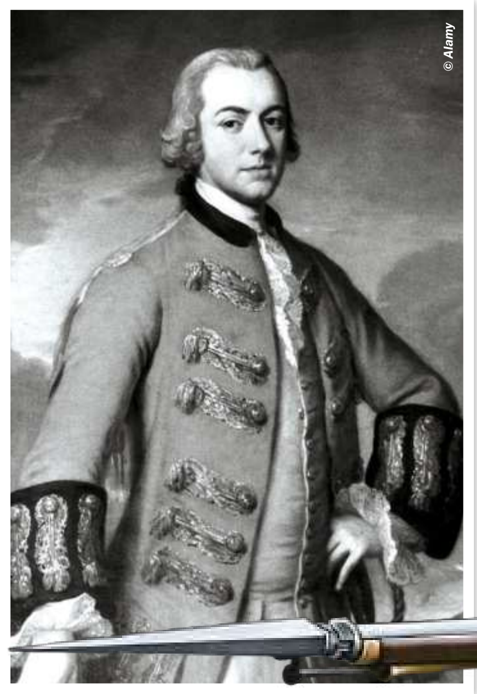
***Above:** The Charleston garrison was commanded by the highly experienced Major General Benjamin Lincoln*



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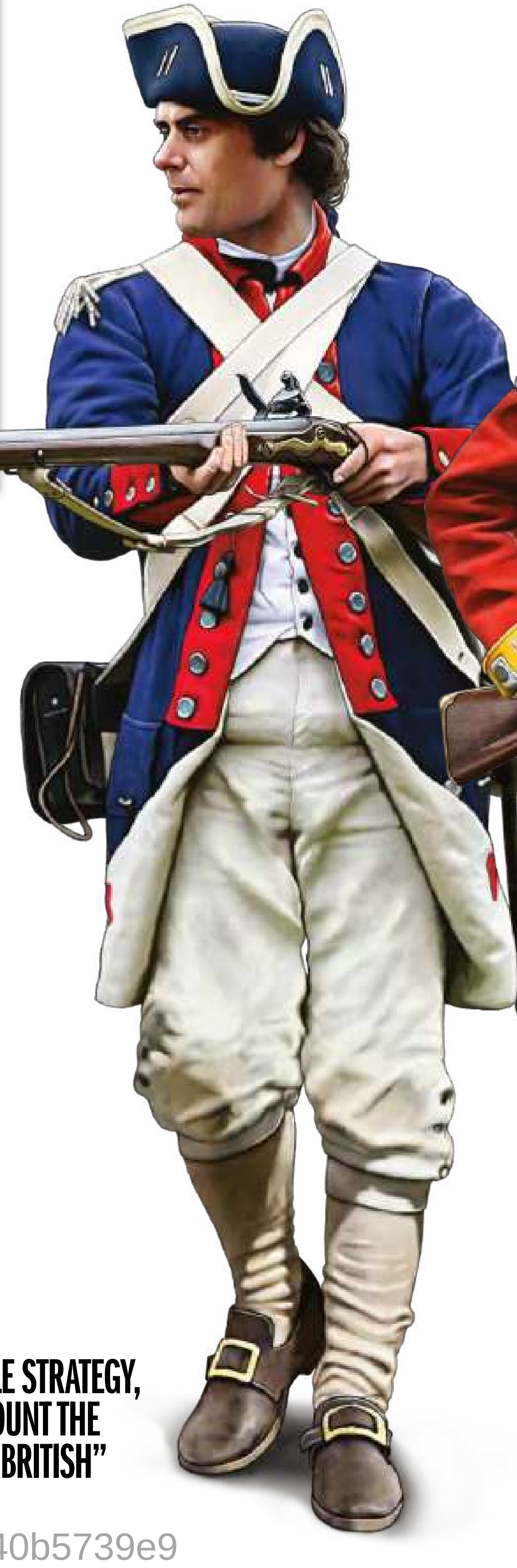
***Above:** General Sir Henry Clinton commanded British forces alongside Admiral Mariot Arbuthnot*

***Below:** At Charleston, a large number of American reinforcements were reportedly waylaid due to being fitted with new uniforms*



to fire on the men constructing the parallels. Clinton responded by placing his best men, Hessian light infantry known as 'jaegers', into his second parallel.

The progress of a siege may have been predictable and even inevitable, but it was not easy. Nightfall became a frightening time for both sides as the Americans launched small-scale attacks on the British lines, which were fended off by the Hessians and British besiegers. Casualties mounted on both sides.

By 20 April, Lincoln realised his position was hopeless. The British had started work on their third and final parallel. Once it was completed they would be in a position to storm the city, and Lincoln called a meeting to discuss the possibility of evacuating his best troops to save them from inevitable capture. He was met with furious resistance from Lieutenant Governor Christopher Gadsden, who insisted the troops should not leave.

Lincoln bowed to this pressure, but was well aware of how hopeless the situation was. On 21 April he offered to surrender, but the terms he suggested were so lenient (including allowing the entire garrison to walk free and giving them a 10-day head start before any pursuit was mounted) that Clinton was never likely to agree.

On the night of the 23rd, a party of 200 South Carolina and Virginia troops emerged from the American lines under cover of darkness and attacked the British in their third parallel. It was a small-scale skirmish, and the British lost just eight men, as well as seeing a further 12 captured, but it unnerved the besiegers and the following night a panic erupted in their lines despite the Americans not venturing anywhere near them.

Nevertheless, progress was steady. American fortifications including Fort Moultrie (which had resisted an attack way back in 1776) and Fort Lampriers fell into British hands, and the defensive canal in front of the city had also been breached. It was now draining, opening the way for a final assault on the American lines.

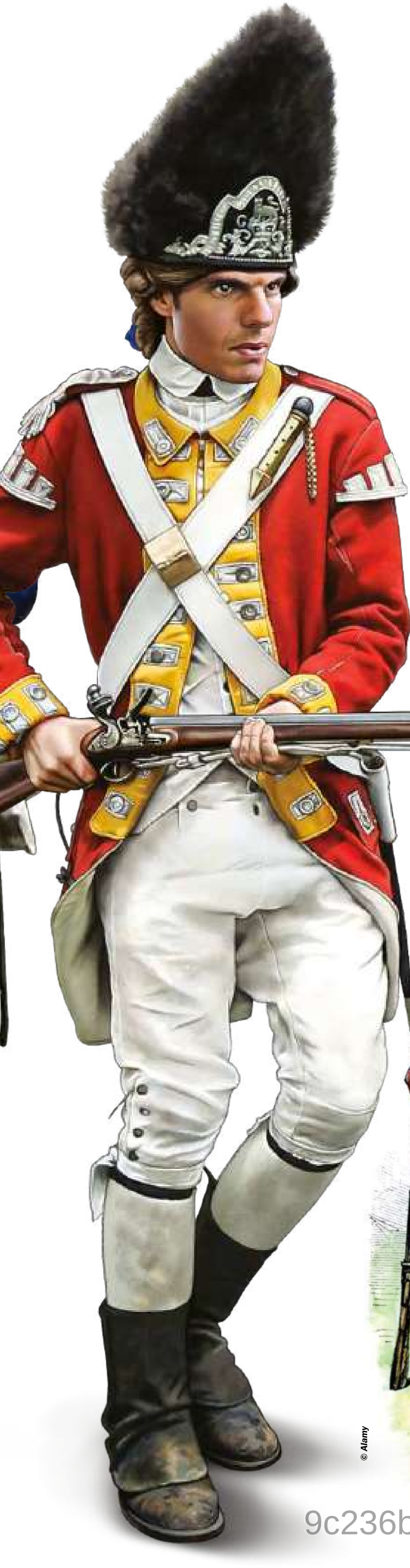
Such an assault was a last resort for Clinton. Casualties would always be high in the attacking force, and he would much prefer the Americans to see the futility of further resistance. Still, he had to plan for an all-out attack and he once more called on Arbuthnot to assist. If the guns of Arbuthnot's fleet were turned on the city at the time of the attack, it would tie up American guns and defenders, making it a sensible and even obvious request from Clinton. Despite this, the admiral once more proved himself totally unwilling to get involved, offering only to move his ships to threaten the town.

The Americans were again invited to surrender, but Lincoln still insisted on terms that were simply unacceptable to Clinton. On 9 May the British unleashed their heaviest bombardment of the city so far and prepared to launch their final assault.

Almost at the last moment, the nerve of the civilian leaders in Charleston snapped. Although they had refused to allow Lincoln to attempt an evacuation of his best troops on 20 April, on 11 May they instructed the general to surrender.

The American resistance had been brave, but it had been futile and now the British were handed their largest success of the entire war. Charleston had fallen and Clinton expressed his relief that serious bloodshed had not been necessary. He also felt the need to comment on the rather generous terms offered to the Americans: "The articles of capitulation… were

"IT WAS A LOGICAL AND SENSIBLE STRATEGY, BUT IT FAILED TO TAKE INTO ACCOUNT THE DEPTH OF FEELING AGAINST THE BRITISH"



framed in the mildest spirt of moderation… with a view of convincing those misguided people that Great Britain was more inclined to reconciliation than to punishment."

Aftermath

In his account of the operation, Clinton revealed that the British had suffered only 268 casualties (with 99 of those being killed), while estimating American losses at a little more than 300 (they had an almost equal number of fatalities, at 89, and around 30 civilians had died as well). It was not an especially costly engagement in terms of casualties, but the Americans also saw nearly 6,000 men taken prisoner. They lost seven generals, and the British had a platform for putting their new southern strategy into effect.

Clinton's mild approach to the rebels was to backfire. He allowed the American militia to return to their homes after promising not to serve against the British again. However, this promise was easily broken and many of them quickly took up arms to resist the pacification of the south.

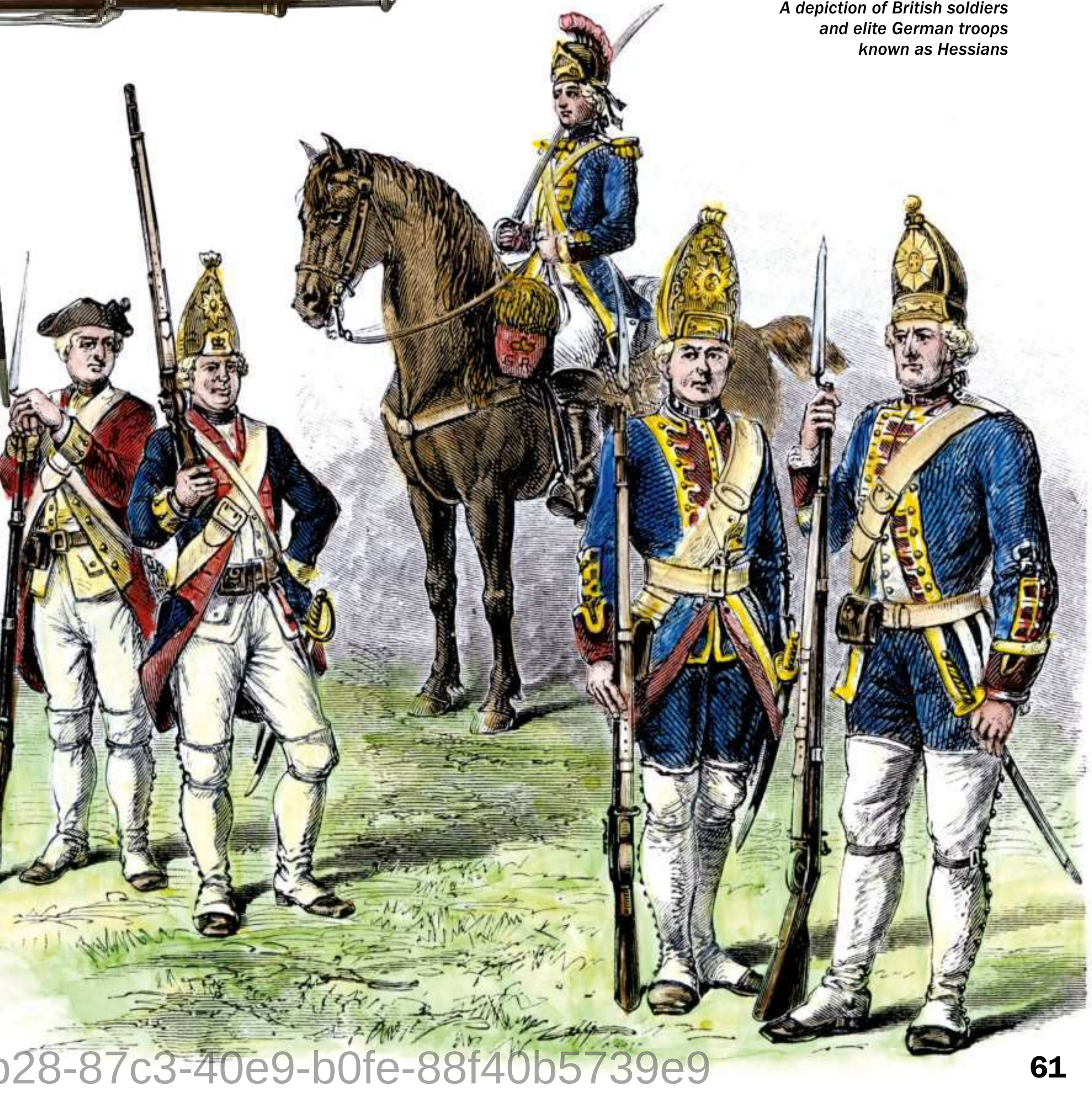
That began when Major Patrick Ferguson, as Inspector of Militia, was sent on a recruiting mission through the two Carolinas and Georgia, with the aim of raising loyalist troops to help regain control of the southern colonies. The regular army would move through an area to establish British control and destroy any American forces, then loyalist militia would hold the territory while the army moved on to its next target.

It was a logical and sensible strategy, however it failed to take into account the depth of feeling against the British by this stage of the war and resistance flared up all over the region.

In the immediate aftermath of the fall of Charleston, things progressed well for the British. Tarleton secured a one-sided victory at the Battle of Waxhaws, inflicting heavy casualties (113 dead and 150 wounded out of 350 Virginia Continentals), and Cornwallis then annihilated a large American army at the Battle of Camden. Tarleton added still further to his fearsome reputation when he killed 150 and captured 300 more at Fishing Creek, but after this things began to spiral out of control and the Americans secured important victories at King's Mountain and Cowpens (the latter of which saw Tarleton humbled).

Cornwallis then made the fateful decision to invade North Carolina even though South Carolina was far from subdued. He won a costly victory at Guildford Courthouse, but was then forced to withdraw to Yorktown, where he was bottled up by French and American forces and forced to surrender on 19 October 1781.

The fall of Charleston had been a major setback for the American cause, but just 19 months later the war was all but over.



A depiction of British soldiers and elite German troops known as Hessians

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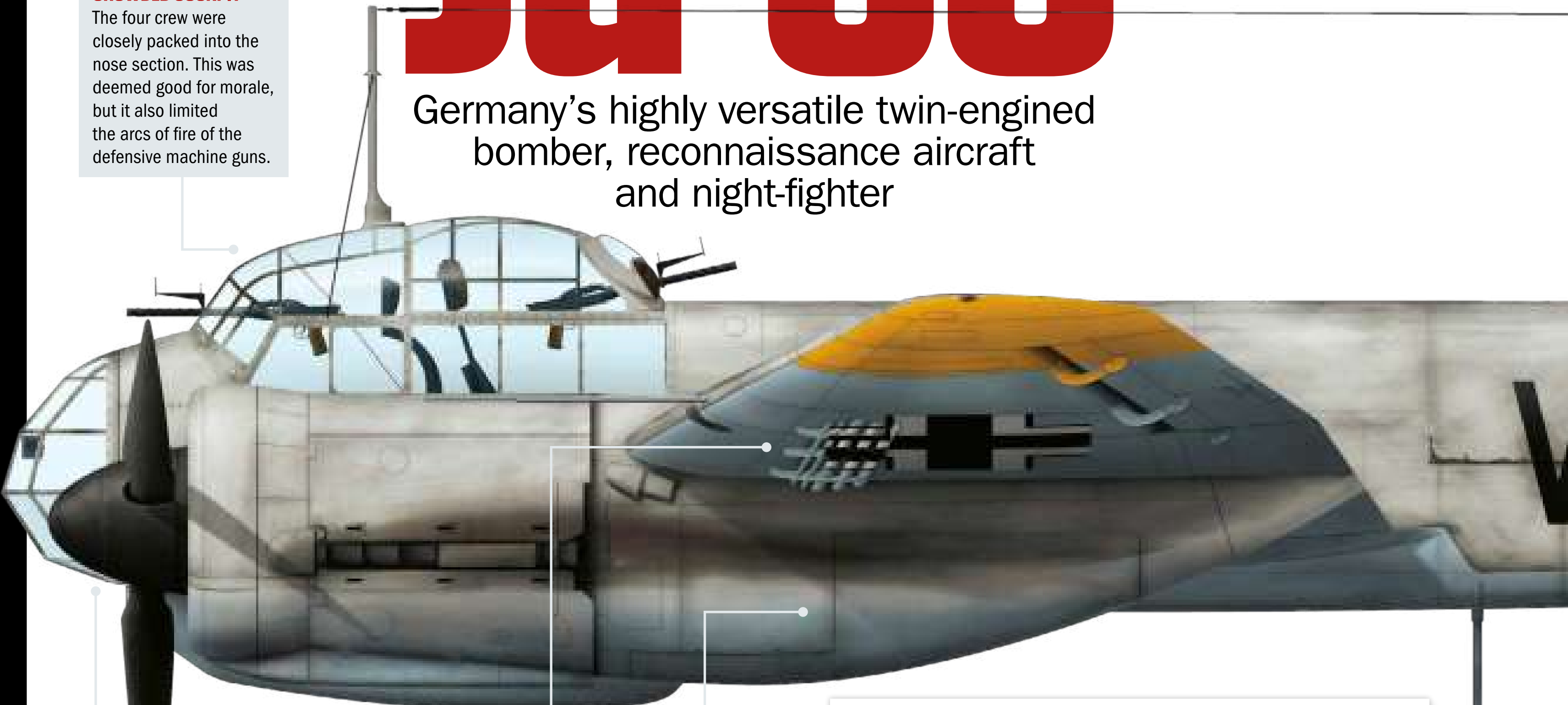
JUNKERS Ju 88

WORDS **STUART HADAWAY**

Germany's highly versatile twin-engined bomber, reconnaissance aircraft and night-fighter



CROWDED COCKPIT

The four crew were closely packed into the nose section. This was deemed good for morale, but it also limited the arcs of fire of the defensive machine guns.

LIGHT DEFENCES

The Ju 88 was initially designed to out-pace enemy fighters, and as such was light on defensive weapons. Although more and heavier guns were later added, it always suffered from weak defences.

DIVE-BOMBING SLATS

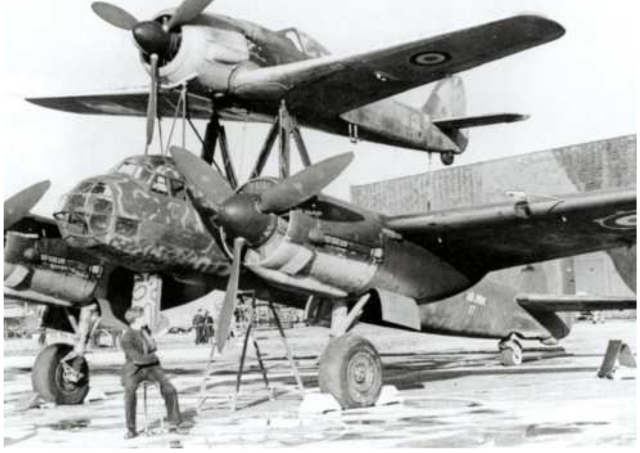
The leading edges of the outer wings contained slats to slow and stabilise the aircraft while making dive-bombing attacks.

BOMBS OR FUEL

The Ju 88 had two bomb bays, which could also be fitted with extra fuel tanks instead of munitions for longer range operations.

> "THE Ju 88 WAS DESIGNED FOR TACTICAL BATTLEFIELD SUPPORT"

A captured Ju 88/Fw 190 Mistel combination



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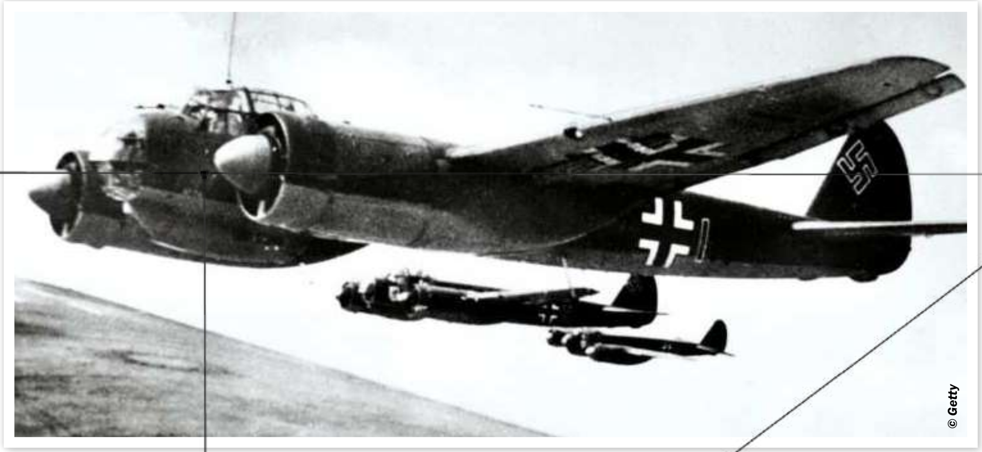
Germany entered the Second World War with a range of twin-engined medium bombers, and by far the most successful was the Junkers Ju 88. It was fast (nearly 300mph/480kmh with bomb load), manoeuvrable and had a highly versatile airframe. Like all German bombers, the Ju 88 was designed for tactical battlefield support, and as such could also perform as a dive bomber. It saw combat on every front as a bomber, and later modifications saw the type adapted for maritime strikes (with bombs or torpedoes), to carry heavy anti-tank cannons, reconnaissance, and as a very successful night-fighter.

At the end of the war, Ju 88s were even fitted with heavy shaped-charge explosive warheads that allowed them to be used as a semi-guided bomb. These Mistel types had a single-seat fighter attached above it, whose pilot could operate the engine and steering controls to guide the combination to a point where the unmanned Ju 88 was jettisoned on a path to hit its target. Although highly vulnerable and only built in limited numbers, the Mistel combinations were surprisingly successful in attacks on fixed targets such as bridges.

JUNKERS Ju 88A-4

COMMISSIONED	1936
ORIGIN	GERMANY
LENGTH	14.4M (47FT 3IN)
WINGSPAN	20M (65FT 7.5IN)
ENGINE	2 X JUMO 211G-1 883KW (1,184HP) PISTON ENGINES
CREW	4
PRIMARY WEAPON	UP TO 2,397KG (5,284LB) OF BOMBS
SECONDARY WEAPON	3-6 7.9MM (0.31 IN) MG 15, 7.9MM MG 81, OR 13MM (0.51 IN) MG 131 MACHINE GUNS

***Below:** Ju 88As head for southern England during the height of the Battle of Britain, September 1940*



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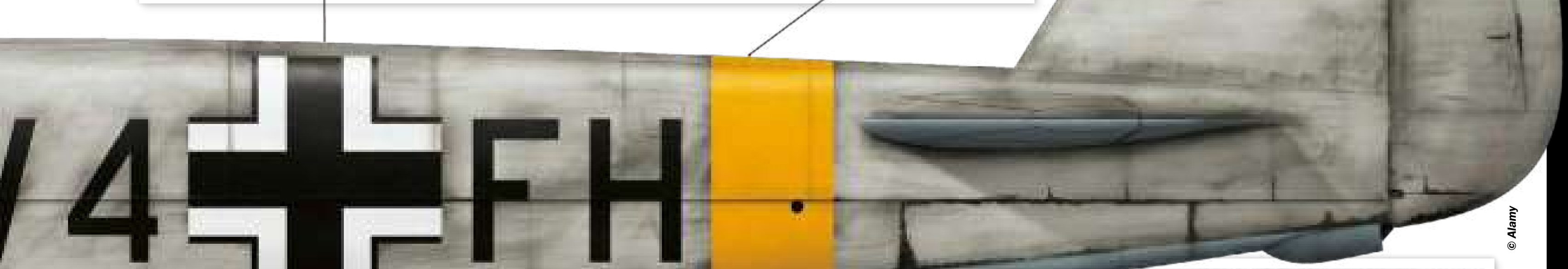

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A squadron of Ju 88s being prepared for flight

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ARMAMENT

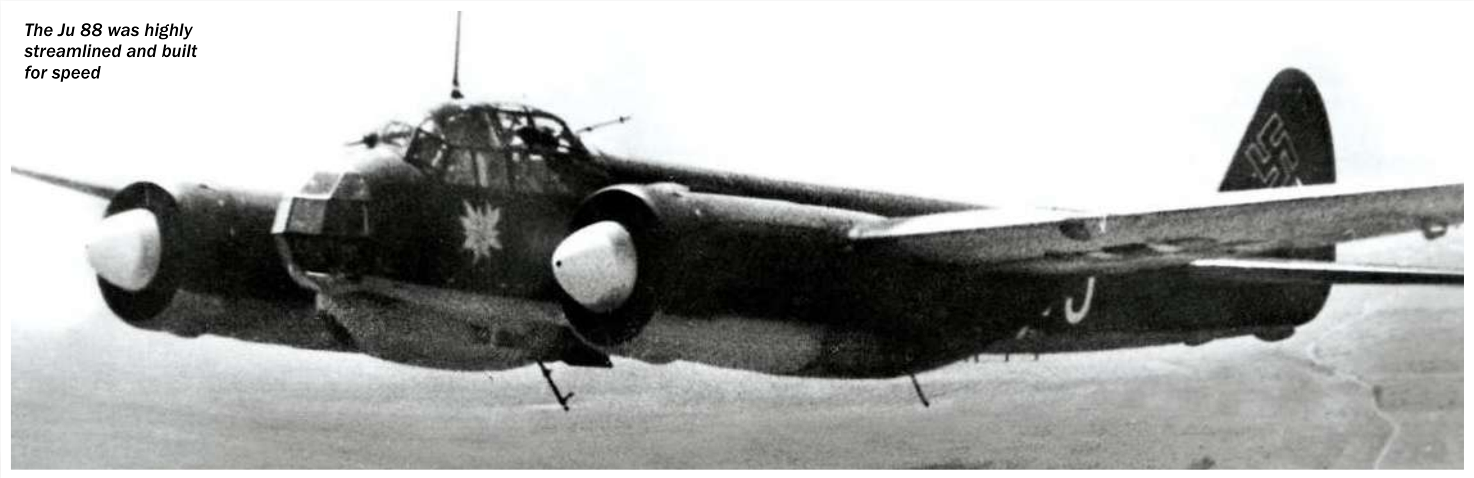
The Junkers Ju 88 had two internal bomb bays capable of holding 28 50kg (110lb) bombs, with another 500kg (1,102lb) bomb under each wing. Additional external racks could also be fitted for short-range operations, holding a further 1,000kg (2,204lb) of bombs. For defence, early models of the aircraft had three 7.9mm (0.31in) machine guns: one forward-firing (operated by the pilot) and two rear-facing – one dorsal (above) and one ventral (below), later augmented by two beam guns. Heavier calibres were also later fitted, and some of the rear-facing guns were doubled.

Loading a bomb onto one of the external racks under the inner wing

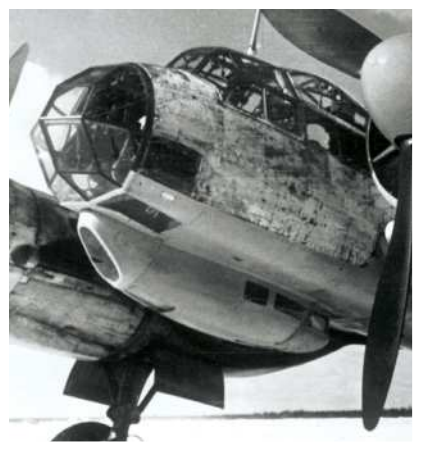
A crewmember mans one of the few defensive machine guns

> **"ADDITIONAL EXTERNAL RACKS COULD ALSO BE FITTED FOR SHORT-RANGE OPERATIONS, HOLDING A FURTHER 1,000KG (2,204LB) OF BOMBS"**

A Ju 88 of Kampfgeschwader 1 surrounded by bombs on the Russian front



The Ju 88 was highly streamlined and built for speed



DESIGN

The Ju 88 was a twin-engined cantilever low-wing monoplane with a long oval-shaped fuselage that had a stressed metal skin. The distinctive nose section had a large glass cockpit and nose cupola for the bomb aimer, although unfortunately the heavy framework holding the glass interfered with visibility. The crew were grouped tightly together in the forward section, with a ventral gondola off-set to starboard, where a crewmember could lie to use the lower rear guns. The undercarriage rotated and retracted rearwards into the engine nacelles.

***Left:** The Ju 88 had a distinctive off-set gondola under the nose section, for use by the rear gunner*

ENGINE

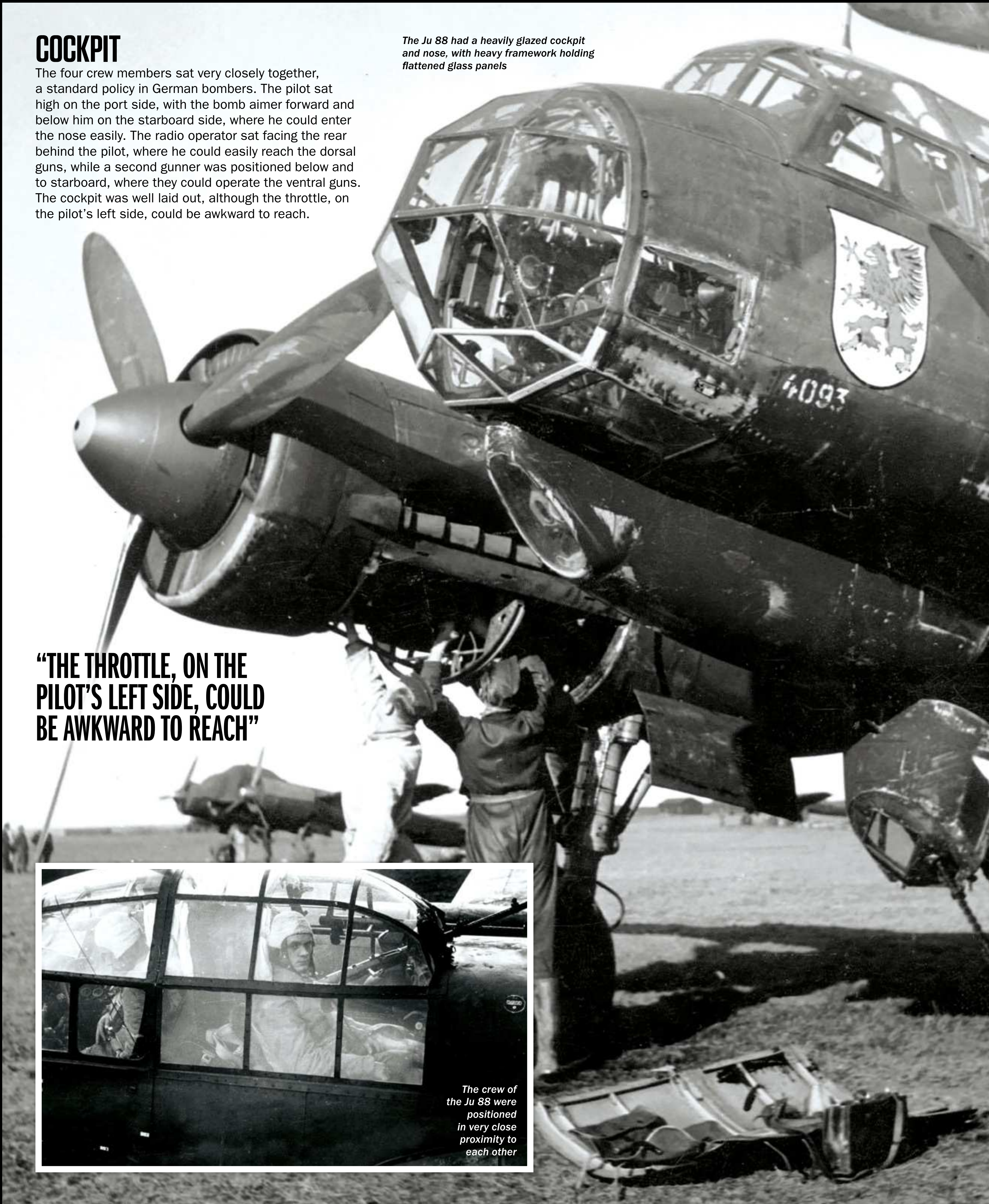
The Ju 88 was powered by two Junkers Jumo 211 inverted V12 engines, which were regularly upgraded through the war. First designed in 1935, the Jumo 211 was the most successful German engine of the war, with over 70,000 produced for use in most German single- and twin-engined bombers. Fitted with a mechanical direct fuel-injection system, later types had a pressurised cooling system. The compressed water had a higher boiling point, enabling the engine to run at higher power settings yet still have a smaller radiator.

German workers wheeling a Jumo 211 into place to fit to a Ju 88

All images © Alamy

COCKPIT

The four crew members sat very closely together, a standard policy in German bombers. The pilot sat high on the port side, with the bomb aimer forward and below him on the starboard side, where he could enter the nose easily. The radio operator sat facing the rear behind the pilot, where he could easily reach the dorsal guns, while a second gunner was positioned below and to starboard, where they could operate the ventral guns. The cockpit was well laid out, although the throttle, on the pilot's left side, could be awkward to reach.



The Ju 88 had a heavily glazed cockpit and nose, with heavy framework holding flattened glass panels

"THE THROTTLE, ON THE PILOT'S LEFT SIDE, COULD BE AWKWARD TO REACH"

The crew of the Ju 88 were positioned in very close proximity to each other

SERVICE HISTORY

The Junkers Ju 88 first saw action in September 1939 over Poland, serving in larger numbers over Norway and France and then in significant numbers during the Battle of Britain. It was fast and carried a respectable bomb load, but was light on defensive armament and suffered heavy losses. Numerous upgrades followed and the type served in a number of different roles. As a bomber, it served successfully on the Eastern Front and in North Africa.

A number of Germany's allies, including Italy, Hungary, Finland and Romania also operated the type, while small numbers also saw service with the Spanish and the Free French after the liberation of southern France.

In 1943, the Ju 188 began entering service, which was a standard Ju 88 with a re-designed nose and cockpit area. Further improved Ju 288 and 388 types were produced in small numbers for evaluation, while a proposed four-engined Ju 488 was never completed.

Ju 88s cross the French coast heading for Britain, 1940

A Ju 88 taxies for take off in North Africa

OSPREY AIRCRAFT OF THE ACES 133
JU 88 ACES OF WORLD WAR 2
BY ROBERT FORSYTH

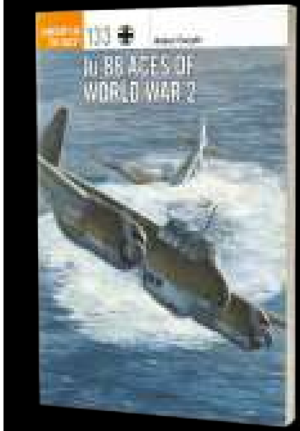
Although designed first and foremost for the fast medium bomber role, Junkers' supremely versatile Ju 88 was easily modified into a Zerstörer (heavy fighter) for both day and night use. In this volume, Luftwaffe aviation historian Robert Forsyth details the action-packed history of the Ju 88 as a bomber destroyer through first-hand accounts from crews who flew the aircraft over the Bay of Biscay, in the Arctic Circle and in the defence of the Reich. Profusely illustrated, this book also contains 30 full-colour profile artworks.

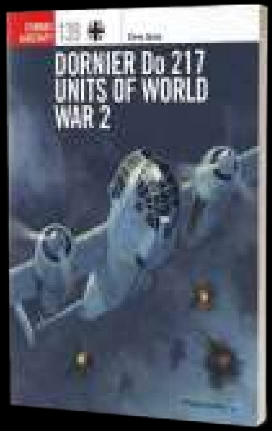
OSPREY COMBAT AIRCRAFT OF THE ACES 139
DORNIER DO 217 UNITS OF WORLD WAR 2
BY CHRIS GOSS

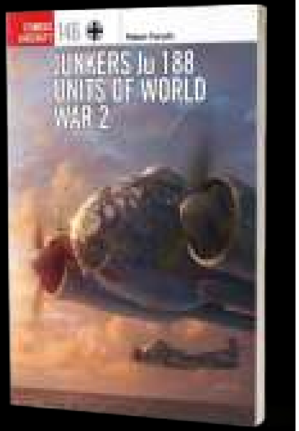
The Do 217 was the Luftwaffe's workhorse bomber over Britain from 1941 through to 1944, participating in key offensives such as the Baedeker Blitz of April–May 1942, when the *Kampfgeschwader* were instructed to attack targets chosen for their cultural and historical significance, rather than for any military value. The Do 217's service on all fronts in a number of roles, including nightfighter and as a platform for the world's first precision-guided weapons, is expertly chronicled by German bomber specialist Chris Goss.

OSPREY COMBAT AIRCRAFT 146
JUNKERS JU 188 UNITS OF WORLD WAR 2
BY ROBERT FORSYTH

The Ju 88 is viewed as one the of the Luftwaffe's most capable and effective multi-role combat aircraft. The Ju 188 was intended by Junkers to progress and enhance the design of the earlier aircraft by introducing more powerful engines, increased ordnance capability and altitude performance. The combat success of the Ju 188 in the final stages of World War II is detailed by Robert Forsyth in his latest volume for Osprey, which contains more than 20 profile artworks and 50 photographs.







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HOME FRONT

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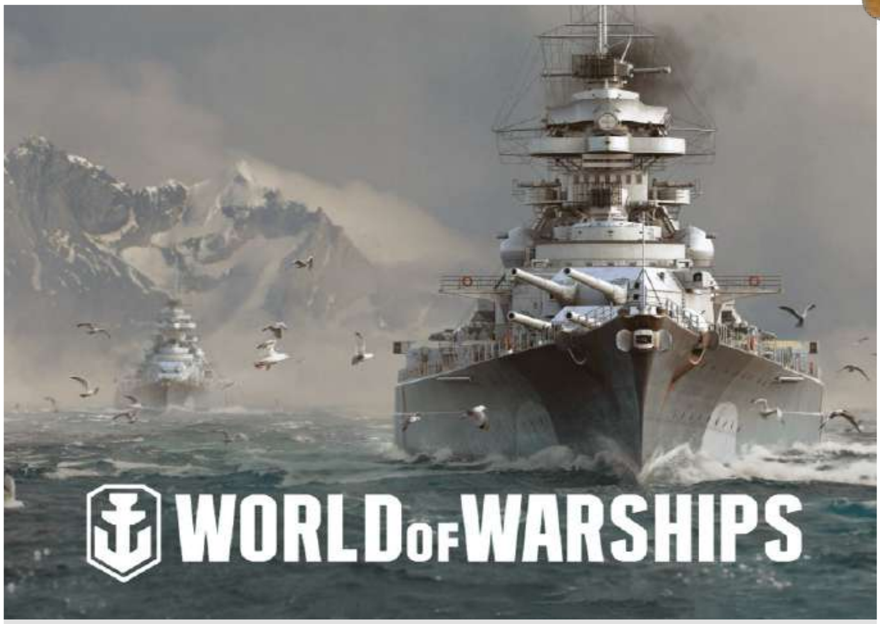
FATHER'S DAY GIFT GUIDE

Take a look at this selection of gifts ideal for dads everywhere



WORLD OF WARSHIPS Free www.worldofwarships.eu

World of Warships is a free-to-play naval action, massively multiplayer online (MMO) game with a focus on the epic large-scale sea battles of the first half of the 20th century. To celebrate Father's Day, *World of Warships* is giving you the chance to start your naval career with the following invite code: BOOM. By entering the code at www.playships.eu and creating your account, you'll receive digital gifts that will be delivered to your port. The invite code is only available for new players that do not have a Wargaming.net ID and must be used prior to account creation.

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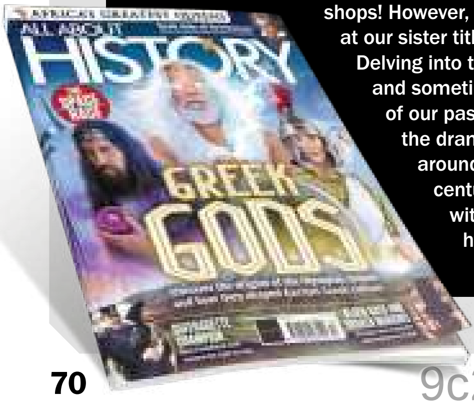

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BATTLE OF THE ATLANTIC

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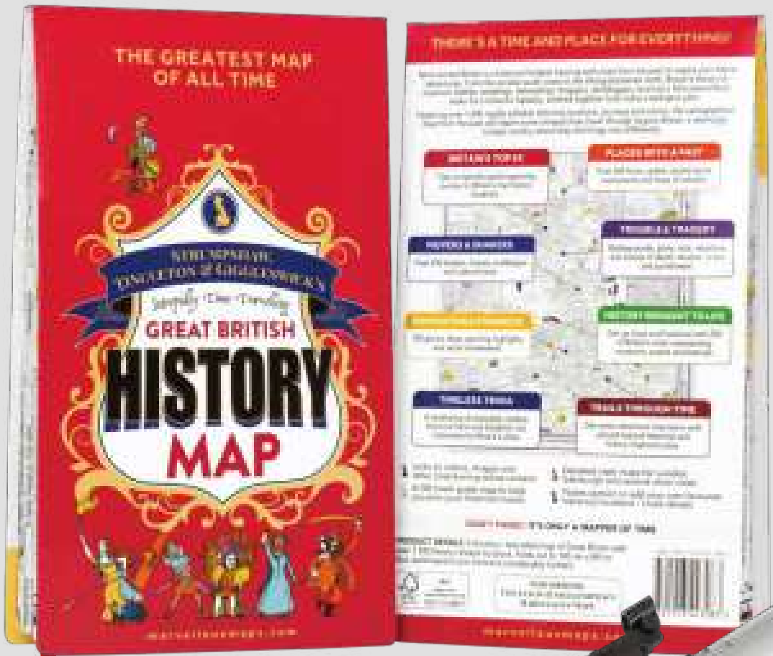
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The Alien Abduction Lamp is more than just a lamp, it's a work of art that adds a quirky bit of fun to any space. If your dad's desk is looking a little drab and it needs some new life, this lamp is full of it – but it's not life as we know it. Aboard the flying saucer lamp is an LED light source, glow-in-the-dark alien pilots, a scratch-resistant acrylic tractor-beam, a USB connection and, most importantly, a cartoon bovine abductee. The Alien Abduction Lamp is more than just a lamp, it's a work of art and the perfect gift for dads who love sci-fi.

MEMBERSHIP OF THE SOCIETY FOR POPULAR ASTRONOMY

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A membership to the Society for Popular Astronomy (SPA) would be a great gift for stargazers this Father's Day. Membership to SPA includes a bi-monthly copy of its unique magazine – *Popular Astronomy* – for astronomy and space news, observational guides and more. SPA also offers meetings (both in-person and virtually), events and courses for budding astronomers. There are also SPA experts on hand for astronomy help and advice.

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Much like Celestron's StarSense Explorer LT 114AZ, the DX 102AZ works harmoniously with your smartphone to track and analyse overhead star patterns and calculate your exact position. With a large 102mm objective lens, this telescope has enough light-gathering ability to bring out impressive detail in celestial objects. You can expect sharp, bright views of Jupiter's four Galilean moons, its cloud bands and Great Red Spot, the rings of Saturn and much more. The telescope also includes a 90-degree erect image diagonal, so you can use it during the day to view wildlife and landscapes. This telescope also comes with an ultra-stable altazimuth mount that provides a sturdy foundation. Slip clutches and geared slow-motion controls in both axes help you move the telescope smoothly and zero in on your target.

MUSEUMS & EVENTS

Discover English Heritage's new Polish SOE display, a living history event marking the 1403 Battle of Shrewsbury, and conservation work to a Lord Nelson painting

English Heritage highlights Polish SOE operatives

Former teacher Franciszek Socha became a member of the Cichociemni and was later involved in several daring operations in occupied Europe

***Above:** Audley End House has become a place of Polish pilgrimage due to its role in resisting Nazi occupation and helping forge the modern Polish state*

On the 80th anniversary of Audley End House becoming the principle training facility for Polish SOE operatives, English Heritage has unveiled a new display

Located outside Saffron Walden, Essex, Audley End House was once the site where the elite Polish Section of the Special Operations Executive (SOE) trained for covert duties in the Second World War. Now, 80 years after the arrival of these paratroopers known as the Cichociemni – or 'Silent Unseen' – English Heritage has unveiled a new display to highlight individual stories and their collective legacy. It opened on 2 May, and comes following the identification of rare graffiti made by six special forces trainees.

Expert analysis of the names scribbled on a candle store wall has revealed them to be Jan Benedykt Rózycki, then aged 43; Teodor Paschke, 29; Franciszek Socha, 29; Jósef Zbrzezniak, 22; Karol Dorwksi, 38; and Czesław Migos, 23. Each of the six men, like a sizable proportion of the Cichociemni, volunteered for the Polish army but was later handpicked for secretive SOE service. Expected to be dropped behind enemy lines, including their occupied homeland, they eventually found themselves in the same section before graduating from Station 43, as Audley End House was called, in April 1944.

Dr Andrew Hann, English Heritage historian, says: "The story of the Cichociemni at Audley End House has long been a source of fascination, and we're delighted to have been able to identify the men… Their story is of particular pertinence, given current events in Ukraine. With ever-changing land boundaries, there is a deep connection between the Ukrainian and Polish people. Indeed, one of the men [Karol Dorwksi] who scratched his name onto the wall at Audley End came from Lviv, and another [Franciszek Socha] studied there."

While visitors to Audley End House will today find few physical traces of the Polish trainees, the recently installed exhibition, which runs until 31 October, aims to bring their remarkable contribution to light on a far broader scale, as well as pay tribute to the 103 killed in combat or executed by the Gestapo. Photographs of the operatives' time at the 17th-century mansion, taken from the archive of the Polish Underground Movement Study Trust, are now available to view. Furthermore, a selection of personal effects and artefacts are featured in the display, from devices for secret communications training to everyday items adapted to conceal and carry hidden messages. A general admission ticket will give you access to the exhibition. English Heritage members go free.

Among the items displayed are weapons, medals, badges and photographs; and a nail brush, key and razor adapted to conceal messages

Station 43 instructor Captain Alfons Mackowiak created an assault course in the wooded area near the house, including a rope crossing over the River Cam

For more information visit:
www.english-heritage.org.uk

Images © English Heritage

The battle enabled the young Prince of Wales to hone his skills ahead of his victory over the French army at the Battle of Agincourt

© Mark Sutherland

Battle of Shrewsbury Weekend 2022

With re-enactments, period displays, stalls and local food, the Battle of Shrewsbury weekend will return to mark the infamous 1403 skirmish

Running from 23-24 July, 2022, the Battle of Shrewsbury living history weekend is set to recognise one of the bloodiest confrontations on British soil. The free two-day event, which takes place on part of the original battlefield, transports visitors back to 15th century Shropshire for an array of medieval activities and experiences. Spectators will be able to see knights and archers pitched against each other on the field, while those keen to learn more about the period's daily life can immerse themselves in traditional crafts, cookery and more.

The battle itself was fought between the Lancastrian King Henry IV and the rebel army led by Henry 'Hotspur' Percy on 21 July, 1403. During the notorious struggle, Henry, Prince of Wales (and future King Henry V), received an arrow to the face and the Royal Banner fell, prompting Hotspur to charge at the Lancastrian lines. The rebel leader was subsequently killed; however, widespread confusion led to the initial belief that Henry IV had died rather than Henry Percy. Nevertheless, the Battle of Shrewsbury was ultimately a decisive royalist victory, the Prince of Wales recovered, and the rebellion was crushed. It would become renowned as the first documented time that English longbows were used by both sides and laid the foundations for the War of the Roses decades later.

Matthew Howarth, the event's organiser, says: "It is vital that we help educate the history and importance of the battle, the battlefield and the early 15th century to future generations. As the event grows, we will be developing it further to include education days and pop-up events for schools and community groups within the West Midlands and Cheshire."

For more information: mhhistorical.com

Conservation work to famous Nelson artwork

Following an extensive restoration project, an original copy of Arthur William Devis' *The Death of Nelson* has gone on display at Portsmouth Historic Dockyard

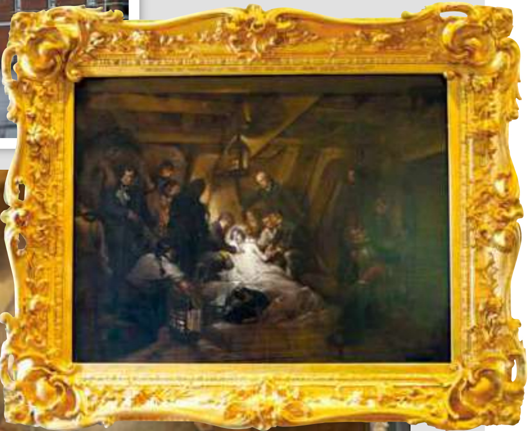
Once located aboard HMS Victory, an original copy of Arthur William Devis' *The Death of Nelson* has undergone elaborate restoration. The artwork, which is a contemporary version by the artist that was created for – and won – a competition in 1805, depicts the last moments of one of Britain's most celebrated military leaders. It subsequently served as a memorial to Nelson when installed on the orlop deck of his flagship in the 1920s. However, in 2016, after conservators at the National Museum of the Royal Navy grew increasingly concerned about its condition on the cold, damp, centuries-old vessel, the painting was removed to a more stable environment for the critical work to be carried out.

With a grant provided by the Art Fund, the team at the museum was able to bring in professionals from Brick House Fine Art Conservation to repair the damaged frame, remove layers of varnish and return *The Death of Nelson* to its former glory. Figures previously obscured have since become crystal-clear. As a fitting tribute, Devis' masterpiece now hangs at the Portsmouth Historic Dockyard's Nelson gallery for all ticket-holders to see, a site dedicated to the story and myth of the iconic vice-admiral.

Diana Davis, head of conservation at the National Museum of the Royal Navy, says: "We are very grateful to the Art Fund for the Conservation Grant that allowed us to get this very significant object conserved and back on display in Portsmouth."

For more information: nmrn.org.uk/news-events

***Below:** Since its removal from HMS Victory for restoration by Brick House Conservation, The Death of Nelson now hangs in the Nelson gallery*



***Above:** The Death of Nelson, located at the National Museum of the Royal Navy (pictured), is a smaller version of the one at Greenwich's National Maritime Museum*

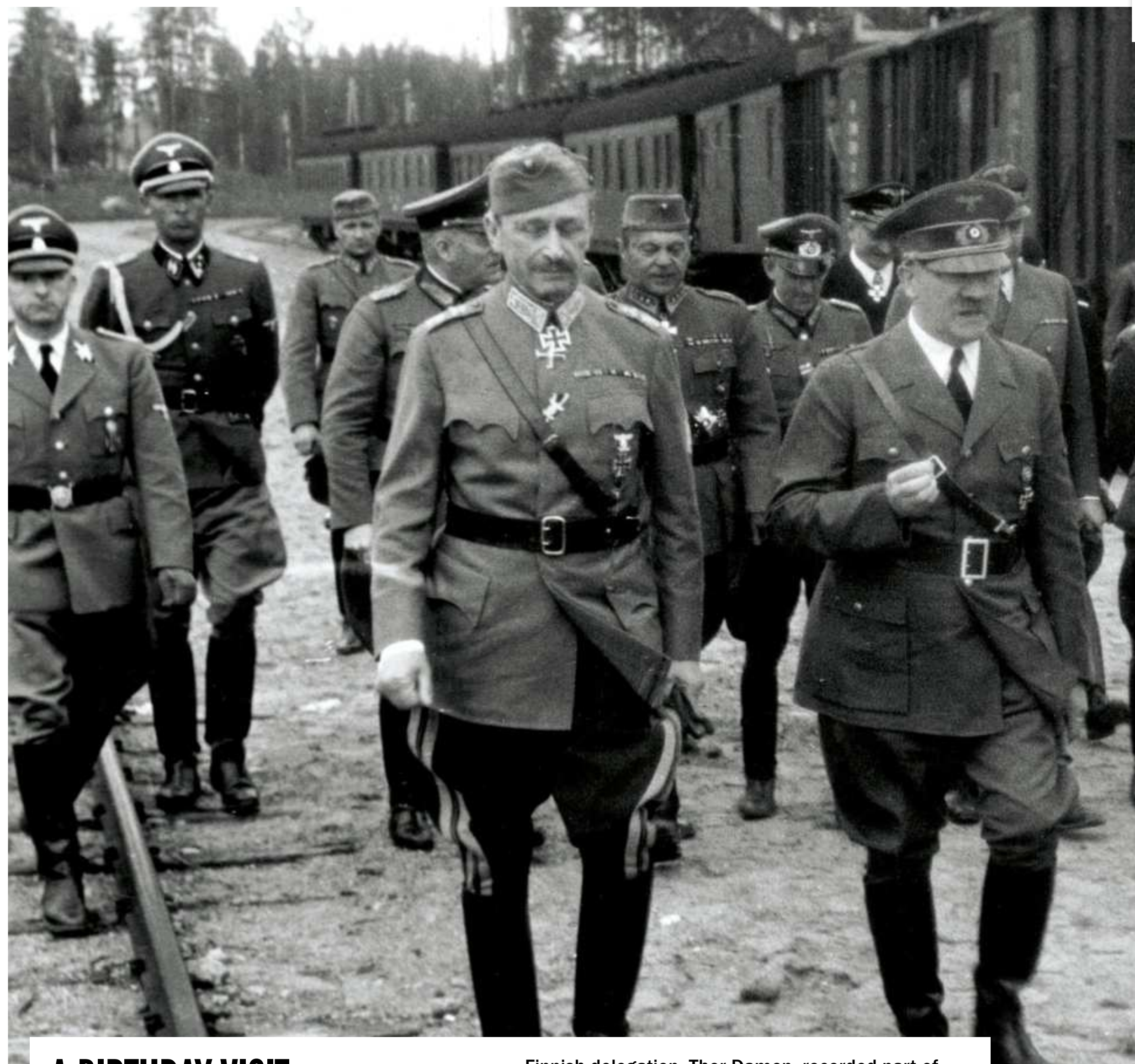
Measuring over a metre squared, the artwork features a mortally wounded Nelson surrounded by the ship's crew, including surgeon William Beatty and Captain Thomas Hardy

Images © Brick House Conservation, The National Museum of the Royal Navy

WWII THIS MONTH...

JUNE 1942

To commemorate 80 years since the Second World War, **History of War** will be taking a look at some of the key events taking place during each month of the conflict



A BIRTHDAY VISIT

On 4 June Hitler travelled to Finland, ostensibly to celebrate the birthday of Field Marshal Carl Gustaf Mannerheim, the nation's commander-in-chief, but also to request greater Finnish support in the war against the Soviet Union. At the meeting held in Mannerheim's private train, a member of the Finnish delegation, Thor Damen, recorded part of the leaders' conversation. The recording is believed to be the only surviving example of Hitler speaking in normal conversation, as opposed to delivering a speech. In the recording, Hitler and Mannerheim discuss the situation on the Eastern Front, with the Führer expressing his surprise at the number of tanks the Soviet Union had been able to produce.

© Getty

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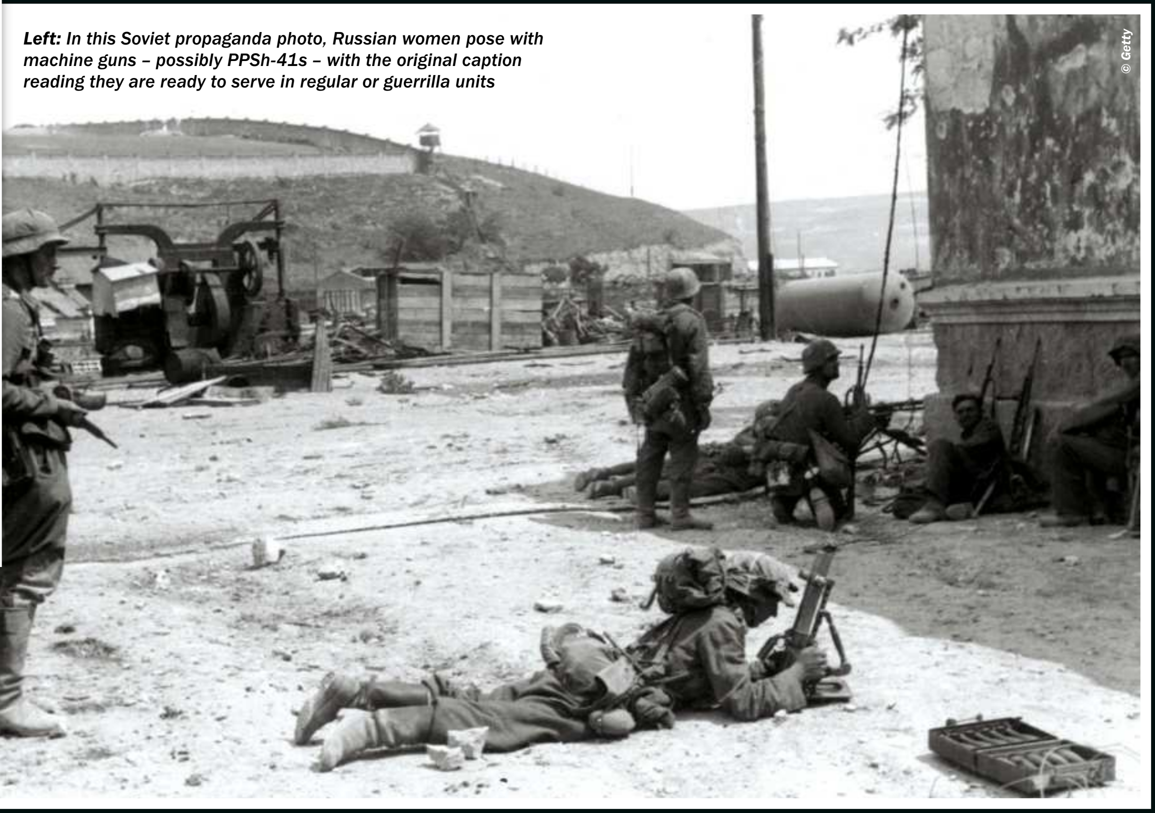
Left: *In this Soviet propaganda photo, Russian women pose with machine guns – possibly PPSh-41s – with the original caption reading they are ready to serve in regular or guerrilla units*



© Getty

Hitler walks between Carl Gustaf Mannerheim and the Finnish president Risto Ryti

SEVASTOPOL UNDER SIEGE

The full Axis offensive against Crimea began in October 1941, with Erich von Manstein's 11th Army attacking the Soviet 51st Army. Though Soviet forces mounted a sturdy defence of the narrow Perekop Isthmus, which connects Crimea the rest of Ukraine, the 11th Army broke through into the peninsula by the end of October. The Soviets retreated back into the heavily fortified city of Sevastopol, which the Germans besieged. By June 1942, the city was still enveloped by German forces, who were gradually gaining ground. From 2 June, the Germans began a five-day bombardment of Soviet forces with aerial attacks and artillery, as well as the heavy Gustav rail gun and heavy mortars. Though Stalin did not concede defeat at Sevastopol until the following month, by the end of June all meaningful resistance in the city had ceased.

FALL OF TOBRUK

At the end of May 1942, Erwin Rommel launched a daring offensive against the entrenched Eighth Army on the Gazala Line, west of Tobruk in Libya. German and Italian armour outflanked the Allied positions, which nonetheless mounted a fierce resistance. On 14 June, General Claude Auchinleck gave the order to retreat east from the Gazala Line, eventually mounting a new defence closer to the Egyptian border. The Tobruk garrison was left to be isolated. Having only been relieved the previous year from a protracted siege, Tobruk finally fell to Axis forces, with the capture of over 30,000 troops as well as thousands of vehicles and supplies.

British prisoners of war in the vicinity of Tobruk

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Governor-General Lord Gowrie inspects the damage caused by the Japanese attack, 9 June

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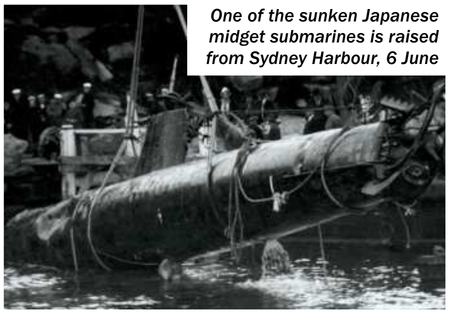

One of the sunken Japanese midget submarines is raised from Sydney Harbour, 6 June

© Alamy

TROUBLE DOWN UNDER

On the night of 31 May - 1 June, three Japanese midget submarines attacked vessels in Sydney Harbour. The craft were all lost but managed to damage and sink HMAS Kuttabul, killing several sailors. A week later two larger Japanese submarines surfaced and fired shells into Sydney itself, targeting the harbour bridge but instead damaging residential buildings in the eastern suburbs of the city.

REVIEWS

Our pick of the latest military history books

HITLER'S NAVY

AN ENCYCLOPAEDIC OVERVIEW OF THE HISTORY OF THE KRIEGSMARINE BEFORE AND DURING WWII

Author: Gordon Williamson
Publisher: Osprey Publishing
Price: £30 **Released:** Out now

Gordon Williamson has produced an already impressive catalogue of books related to various aspects of the Wehrmacht, particularly its naval forces. This latest offering provides a complete overview of the relatively short history of the Kriegsmarine and can be roughly divided into three main sections: an examination of Kriegsmarine inter-war development, German naval operations between 1939 and 1945, and service within the Kriegsmarine.

Major events that shaped Kriegsmarine strategy are covered, including the root cause of many decisions, the resulting incidents and effects felt thereafter. For particularly noteworthy events, such as the invasion of Norway and loss of both the Bismarck and Scharnhorst, clear and well-drawn maps help illustrate the action.

Perhaps due to the nature of this 'overview' there is little room devoted to fully developing a picture of the U-boat war and the familiar narrative of the 1941 'Happy Time' makes its appearance, something that even noted 'Ace' Otto Kretschmer frequently railed against. The level of U-boat success during the Second World War was arguably far below that attributed to it, and some of the most notable operations occurred outside of the famous North Atlantic battlefield, but rather within the Caribbean Sea and South Atlantic and as far as the waters off South Africa. This, however, does not detract from the strength of the text, because that subject alone requires its own in-depth examination.

The bulk of the book's centrepiece is taken up by an examination of vessels operated by the Kriegsmarine, from capital ships through to midget submarines and virtually every class in between. This includes the gratifying inclusion of clear descriptions of such vessels as Vorpostenboote and Sperrbrecher, often overlooked as the 'workhorse' cousins of the more glamorous offensively orientated destroyers, S-boats and U-boats. Each section is well-illustrated with copious photographs and beautifully rendered illustrations by artist Ian Palmer.

The final part, about service within the Kriegsmarine, initially describes the general training regime of enlisted men, NCOs and officers, before looking at what have become the more obscure branches of naval service such as waterway police, youth auxiliaries, artillery, civil service functionaries and the late-war naval infantry units. Furthermore, the author briefly looks at the complex relationship between the Kriegsmarine and National Socialism, though this is a subject that would require its own study to fully explore beyond the

The effectiveness of Hitler's Kriegsmarine, particularly its U-boats, has long been a source of debate

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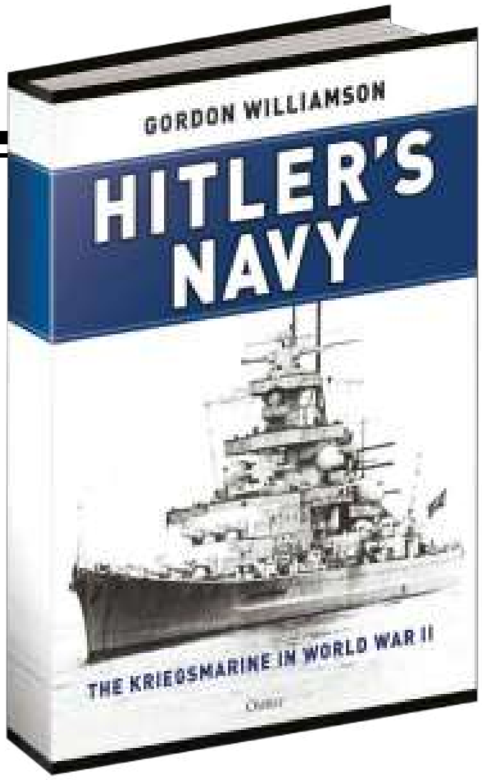
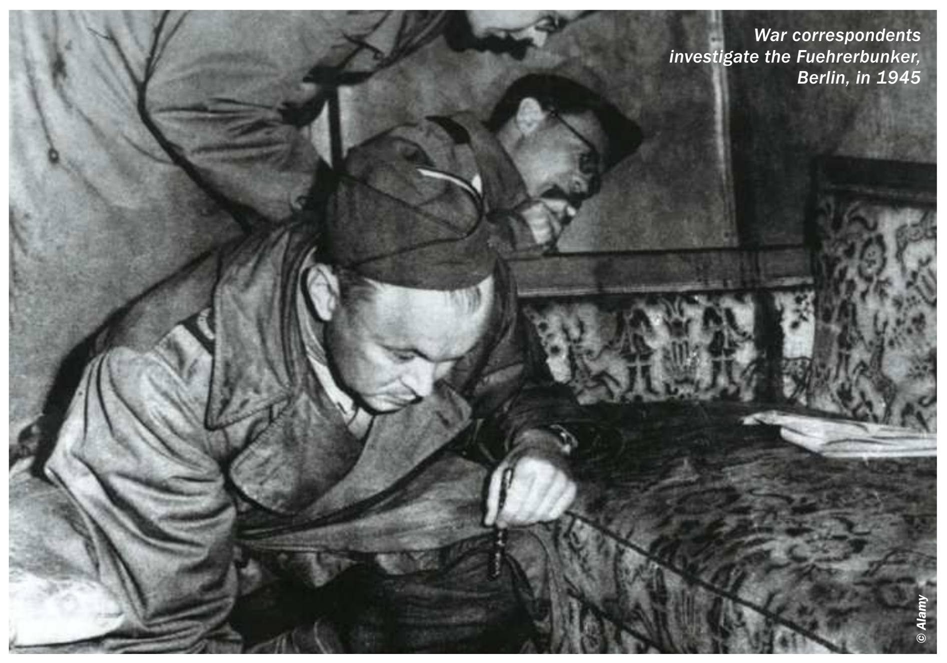


summary included here, no doubt necessitated by the available space.

Heavily illustrated throughout, the well-chosen photographs, diagrams and drawings at no point overwhelm the information imparted within the written text, sitting nicely alongside and providing a perfect level of visual support. The writing is clear and concise and free of the hyperbole that has inhabited some other books on this same subject. This is a point worth making: the structure and history of the Kriegsmarine has already been the focus of a number of good books but, while not exactly breaking new ground, Williamson has added another that is certainly worthwhile. All in all, an excellent addition to the subject. **LP**

© Getty

A Deutschland class heavy cruiser of the German Kriegsmarine – one of three produced during WWII


War correspondents investigate the Fuehrerbunker, Berlin, in 1945

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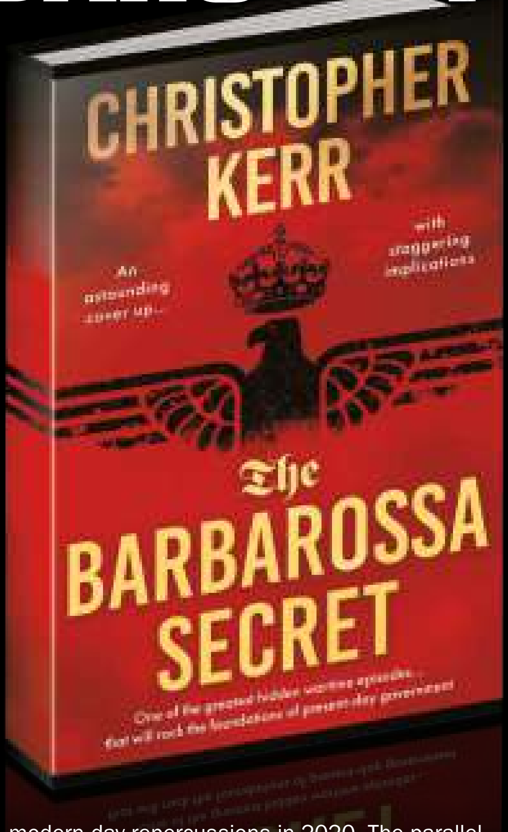
THE BARBAROSSA SECRET

MURDER, INTRIGUE AND CONSPIRACY: THE GREATEST SECRET OF WWII IS LAID BARE IN KERR'S MODERN-DAY THRILLER

Author: Christopher Kerr
Publisher: The Book Guild
Price: £10.99
Released: Out Now


CHRISTOPHER KERR
An astounding cover up...
with staggering implications
The BARBAROSSA SECRET
One of the greatest hidden wartime episodes... that will rock the foundations of present-day government

Why did Hitler's deputy, Rudolf Hess, really fly to the UK in 1941? Did the Führer really die in the bunker in 1945? Is there a secret web of neo-Nazis still functioning across the world, hidden in plain sight in positions of power and influence? Along with a myriad of other famous puzzles, conspiracy theories and legends from the global cataclysm that was the Second World War, Kerr weaves together a story bursting with half-clues, secret intelligence plots and geopolitics to draw the reader into a shadow world where rogue agents, killers and neo-Nazi sympathisers try to cover up the biggest secret of the war, a secret that could bring down the British monarchy and a host of governments across the West, and even lead to war with Russia.

The story centres on Hans Schirach, a German journalist working for a semi-fictional magazine, as he uncovers the truth about his father and his family history, and its roots in Nazi Germany.

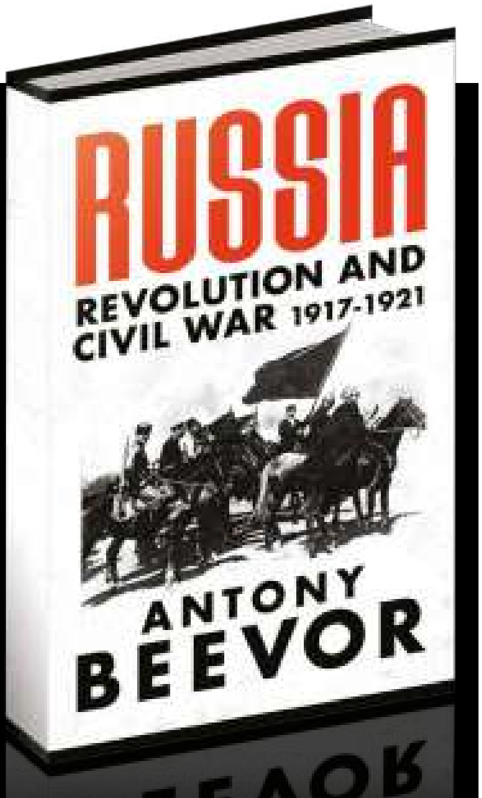
Kerr's thriller jumps between its genesis in the 1930s and the run up to war, and its modern-day repercussions in 2020. The parallel storytelling could be confusing for readers, but Kerr handles it well, ensuring the narrative builds as the book goes on, with enough revelations throughout to satisfy anyone instead of opting for a 'big bang' climax that would almost certainly be too overwhelming. Kerr's research shines through, painting a vivid and believable picture for the reader to add weight to the often-incredible secrets the book tumbles out. **JT**

RUSSIA

REVOLUTION AND CIVIL WAR 1917-1921

A TOUR-DE-FORCE ACCOUNT OF THE FALL OF THE RUSSIAN EMPIRE

Author: Antony Beevor **Publisher:** Weidenfeld & Nicolson **Price:** £30



This is superlative panoramic history at its best, though Antony Beevor never loses sight of those who lived it. Tackling the sprawling Russian Revolution and subsequent civil war is not a task for the faint-hearted, and Beevor wisely opts for a chronological structure with which to underpin his narrative and guide us through events month by month. Inevitably it is his expert eye for impeccably researched first-hand accounts, which are peppered throughout, that brings this enlightening and sobering read to life. What unfolds is a tragedy of epic proportions that goes some way to explain our own troubled times.

He shows that the 1917 Revolution not only sparked a terrible civil war but a whole series of wars of independence involving the Baltic states, Finland and Poland which were all parts of the former Russian Empire. To further complicate matters America, Britain, France and Japan, fearing a Bolshevik takeover, sided with the Whites. As Beevor explains it is hard to tell who were the lesser of the two evils in light of the appalling misery heaped on the Russian population. Winston Churchill's hope that the despotic Admiral Kolchak would be Russia's saviour proved ill-founded.

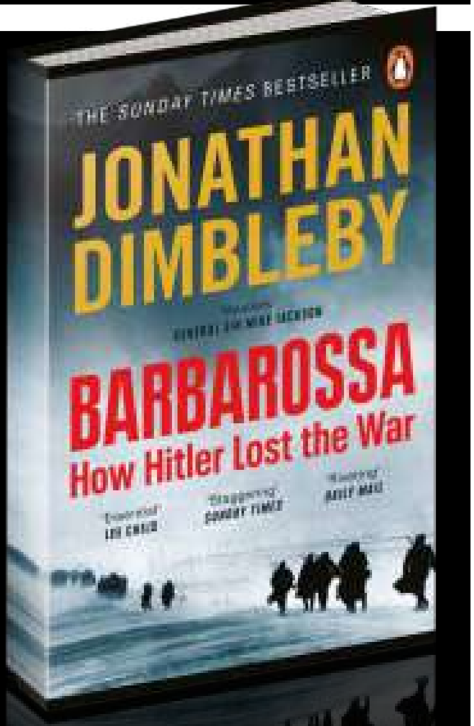
In the hands of a lesser author the confusing chaos could easily prove overwhelming, but Beevor never lets go of the reader's hand. He vividly shows how widespread and muddled the civil war was and how the Bolsheviks ultimately triumphed. Ironically, what followed with the birth of the Soviet Union was almost as traumatic as the civil war itself. **ATJ**

BARBAROSSA

HOW HITLER LOST THE WAR

THE STORY OF HITLER'S 1941 INVASION OF RUSSIA, THE BIGGEST AND BLOODIEST MILITARY CAMPAIGN IN HISTORY AND THE ONE THAT COST GERMANY THE WAR

Author: Jonathan Dimbleby **Publisher:** Viking **Price:** £9.99 (Paperback)
Released: Out now

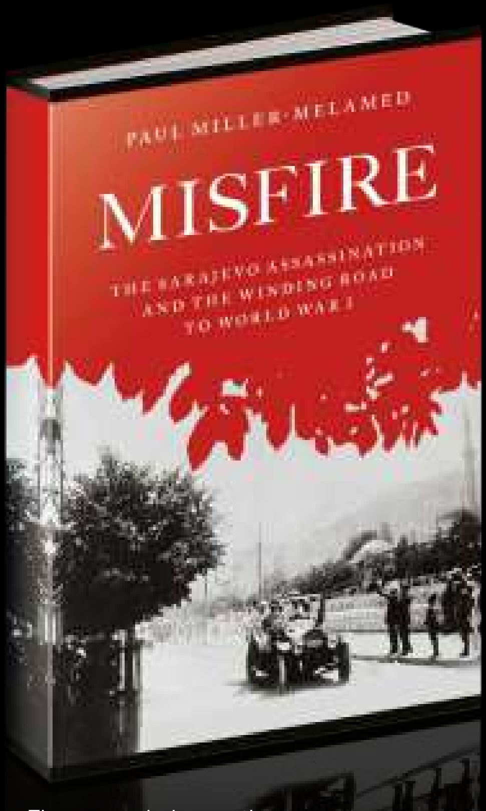


Hitler's ill-fated decision to invade Russia in June 1941 changed the entire course of the Second World War. The geographical extent and logistical demands of campaigning hundreds of kilometres deep into Russian territory undermined the Wehrmacht's skill at launching shock attacks within limited confines. Nazi Germany's greatest advantage until that time was its ability to overwhelm the enemy before its own supplies began to run out and its war machine slowed down.

Jonathan Dimbleby narrates the story of how the Russian campaign cost Germany any real chance of winning the war. He contends that the last six months of 1941, until the crushing defeat of Germany's invading force, changed the course of history and stand as a greater moment than any other period in the 20th century. The author's thesis is substantiated by meticulous research into hitherto unseen archival material, including previously untranslated Russian sources. It is important to note, as Dimbleby makes clear, that Operation Barbarossa did not take place in an historical vacuum. The invasion was not quarantined from what was becoming a global conflict, which is the crucial context in which the operation is framed. Within hours of the news of the offensive, Britain and the US declared their unequivocal support for the Soviet cause, thus engulfing Hitler in a two-front war he was doomed to lose.

Altogether 15 million Soviet citizens died as a direct result of Hitler's attempt to obliterate the Soviet Union. It is only fair to mention, as Dimbleby emphasises, that this represented but one side of the prevailing barbarism of that time. The six million civilians killed under Stalin's dictatorship far exceeded the numbers slaughtered by the Nazi regime before Hitler launched Operation Barbarossa. **JS**

MISFIRE


PAUL MILLER-MELAMED
MISFIRE
THE SARAJEVO ASSASSINATION AND THE WINDING ROAD TO WORLD WAR I

THE ASSASSINATION OF ARCHDUKE FRANZ FERDINAND AND THE ORIGINS OF WWI ARE EMBEDDED IN THE LONGER-TERM CONDITIONS IN THE BALKANS THAT TRIGGERED THE MURDER

Author: Paul Miller-Melamed **Publisher:** Oxford University Press
Price: £22.99 (Hardback) **Released:** June 2022

The global crisis that plunged the world into violent confrontation in 1914 did not randomly arise in some murky backwater, far removed from the consciousness and concerns of political elites. Among the basic causes that engendered the largest conflict the world had until then seen were the imperialistic rivalries set in motion in the 19th century by the territorial and economic expansion of the British, German and Russian empires.

Author Paul Miller-Melamed shifts the focus of the First World War's origins from the assassination of Archduke Franz Ferdinand by Bosnian-Serb activist, Gavrilo Princip, to delve into the situation in the Balkans and how this spiralled into a diplomatic crisis that European statesmen proved themselves incapable of resolving peacefully.

Miller-Melamed argues that the 'Eastern Question' is crucial to the historical narrative of what he defines as the Third Balkan War, "better known as the Great War, best known as the First World War". The Sarajevo assassination spawned the 1914-18 cataclysm but it also reflects on actions taken by people in the more developed parts of Europe, not only the Balkans, long a cauldron of ethnic hatred and blood-soaked confrontation.

The book takes the reader through the pre-war era, followed by an examination of the leading protagonists – the assassin Princip and the ill-fated Archduke himself – zeroing in on the key Balkan peoples and regions and how they negotiated their positions in an increasingly perilous political environment.

The war ended more than a century ago, yet the legacy of Franz Ferdinand's murderer is still disputed. A terrorist for some, a heroic freedom fighter for others, a useful tool for movements and regimes seeking to promote their ideology, Princip remains a contentious figure and communities in Bosnia and Serbia are unable to agree how he and the assassination should be remembered. **JS**

Archduke Franz Ferdinand pictured moments before his murder in Sarajevo, October 1914

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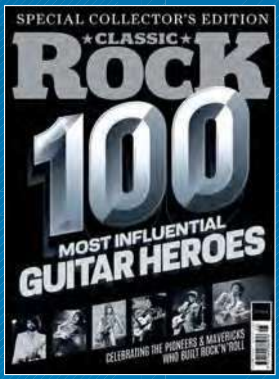
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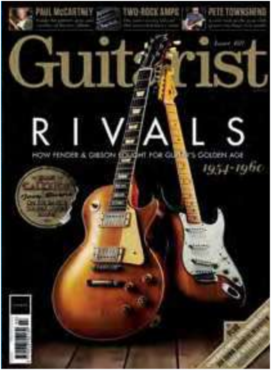
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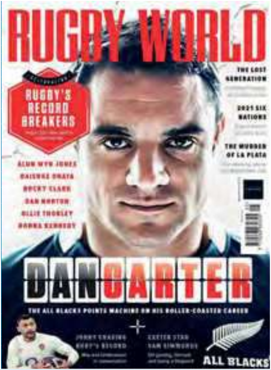
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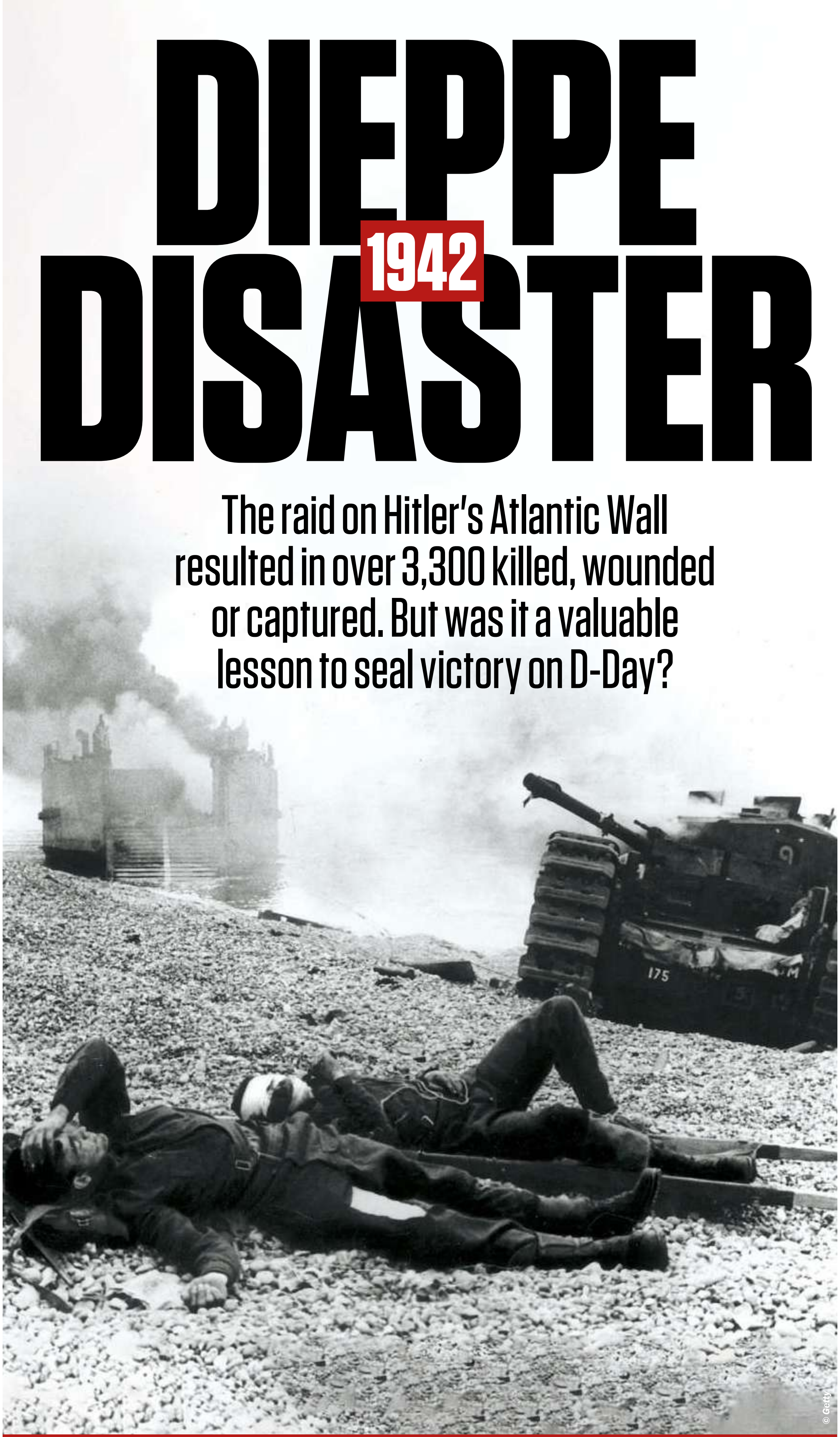
NEXT MONTH

DIEPPE 1942 DISASTER

The raid on Hitler's Atlantic Wall resulted in over 3,300 killed, wounded or captured. But was it a valuable lesson to seal victory on D-Day?



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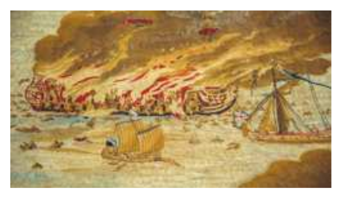
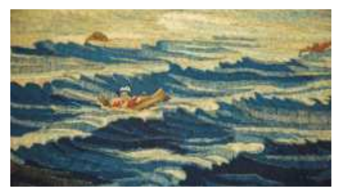
THE SOLEBAY TAPESTRY

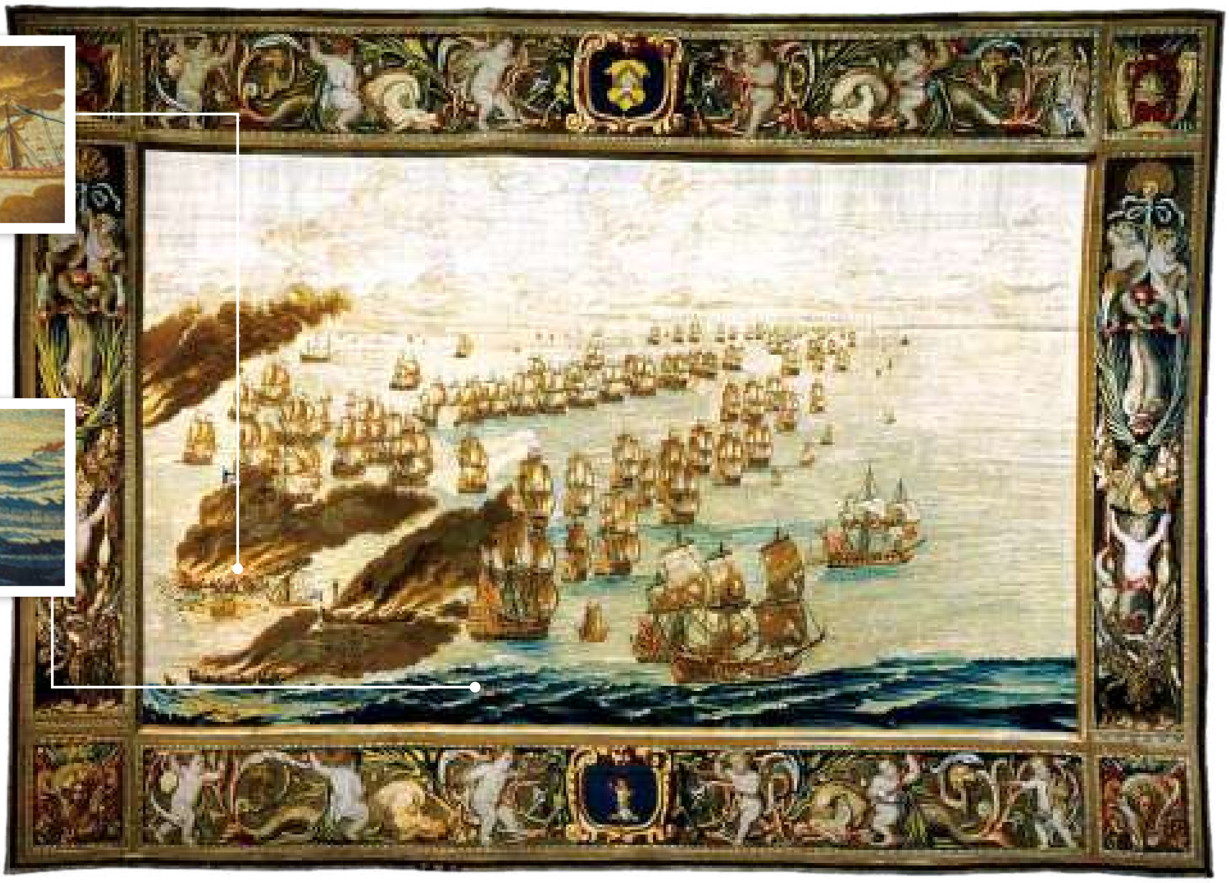
This 17th-century artwork, part of a series of tapestries, depicts the dramatic climax of the first battle of the Third Anglo-Dutch War



Above: *Van de Velde the Elder witnessed the actual burning of Royal James, which he was commissioned to depict – despite his loyalties to the Dutch, not the English*



Above: *From his vantage point in nearby Southwold Bay, the artist saw first-hand men drowning during the battle and recreated the horrific scenes in his tapestry*



Right: *The artworks, including The Burning of the Royal James, are the only known examples of 17th-century English tapestries showing a naval battle*

Commissioned by Charles II and James, Duke of York (then Lord High Admiral and later James II), the *Solebay Tapestry* commemorates the Battle of Solebay fought off the coast of Suffolk on 28 May, 1672. The outcome proved inconclusive, with an alliance of English and French forces claiming victory because of the enemy's withdrawal and the Dutch perceiving it as a win due to their success in stopping a planned Anglo-French blockade.

The artwork itself – belonging to a six-part series charting the story of the fierce seaborne skirmish – was created by the Dutch father-and-son team Willem van de Velde the Elder and Younger, considered the most sought-after marine artists of their time. The elder artist was present at the battle, having taken up a position in a small boat near Southwold Bay, Suffolk, to bear witness to the carnage. Therefore, in a most literal and figurative sense, he was well-placed to make the tapestry that would become known as *The Burning of the Royal James*.

In the tapestry, the Van de Veldes depicted the Royal James engulfed in flames after it was set alight by Dutch fireships, an attack that resulted in the death of Edward Montagu, the 1st Earl of Sandwich. Further highlighting the human cost is the portrayal of drowning sailors. The tapestry's vivid and violent imagery is surrounded by an elaborate border filled with traditional motifs such as tritons, mermaids and other mythical sea creatures. Van de Velde the Elder, who initially planned *The Burning of the Royal James* using large-scale paper designs now lost, employed skilled weavers for the finished product.

Prominently displayed behind George VI when he opened the National Maritime Museum in 1937, the *Solebay Tapestry* has since suffered from the ravages of time. However, a restoration project headed by Royal Museums Greenwich is currently underway to conserve it for future generations. It is expected to be on display at the Queen's House, Greenwich, by February 2023 for an exhibition marking the 350th anniversary of the Van de Veldes' arrival in England. Meanwhile, three of the other five tapestries recounting the story of the Battle of Solebay remain in the Royal Collection, and two are situated at Hampton Court.

ROYAL
MUSEUMS
GREENWICH

THE NATIONAL MARITIME MUSEUM

The *Solebay Tapestry* belongs to the world's largest maritime collection, at the National Maritime Museum. Based in London, the institution is part of the Royal Museums Greenwich, which also incorporates the Royal Observatory Greenwich, the 17th-century Queen's House – where the tapestry will be displayed – and the 19th-century clipper ship Cutty Sark.

www.rmg.co.uk/national-maritime-museum

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Copenhagen, Denmark, Censuses 1885 & 1895 - **UPDATE**

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BATTLE OF FIVE KINGS

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WITH A FOREWORD BY
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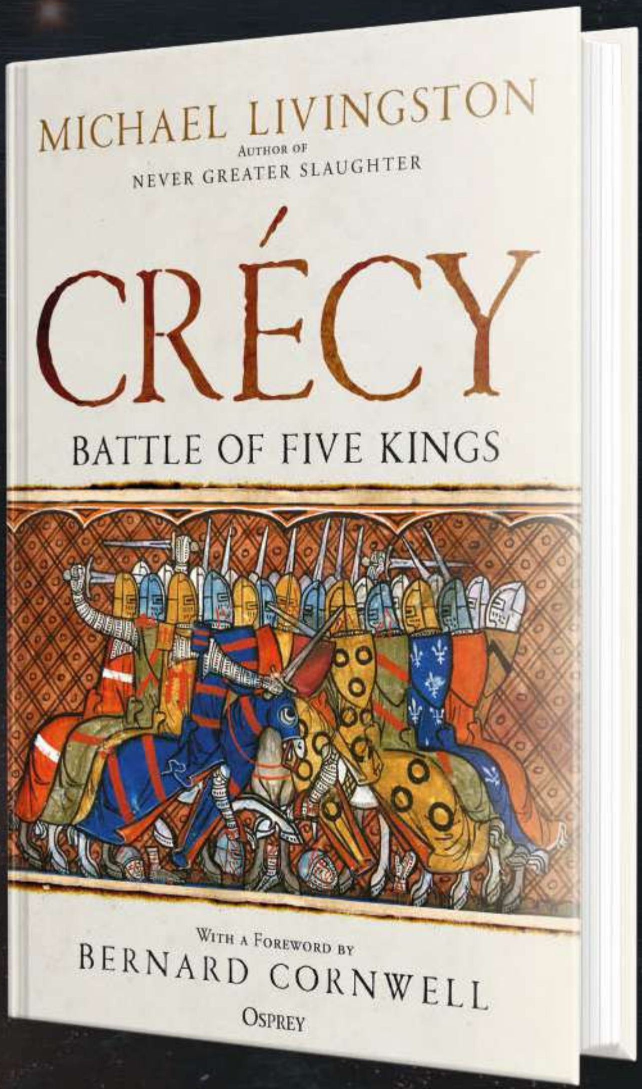

MICHAEL LIVINGSTON
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